

State of Alaska
Department of Transportation & Public Facilities



CATEGORICAL EXCLUSION DOCUMENTATION FORM
FOR FEDERAL HIGHWAY ADMINISTRATION PROJECTS

Project Name: Edgerton Highway Lakina River Bridge Replacement

Project Number (state/federal):63905/BR-0850(26)

Date: 3/20/2013

CE Designation: 23 CFR 771.117(d)(3)

23 CFR 771.117() ()

List of Attachments:

Figure 1 Project Location and Vicinity Map, Figure 2 Aerial Map, Figure 3 Preliminary Plan;
Appendices: Class of Action Determination, Section 106 Consultation, ADEC Antidegradation
Coordination, Section 4(f) Consultation, Public Involvement, Scoping Documentation

I. Project Purpose and Need

The purpose of the project is to provide a safe and continuous roadway crossing of the Lakina River on McCarthy Road (Edgerton Highway). A new bridge is needed to address structural deficiencies of the bridge. High water events have resulted in repeated scour and maintenance repairs at the bridge abutments. In addition overhead members of the current bridge have been hit numerous times causing extensive damage that has compromised the load bearing capacity of the bridge and has required repairs. The most current incident occurred in 2009. This road serves as the only road access for residents traveling to and from the community of McCarthy and is used by fuel and service trucks that supply the community. The bridge provides passage on McCarthy Road for tourists on their route to the McCarthy area. This tourist transportation connection is an important contribution to the local economy.

II. Project Description

Lakina River Bridge near MP 44 of McCarthy Road is approximately 16 miles west of McCarthy, Alaska. The project is located within T6S, R11E, Sections 2 & 3; Copper River Meridian; USGS Quad Map McCarthy B7. The bridge coordinates are Latitude 61°22'28.57"N, Longitude - 143°20'56.60"W (WGS 84). See Figure 1 for a project location and vicinity map.

This proposed project includes the following work items: 1) replace the Lakina River Bridge (Bridge #1195) near the existing bridge alignment, 2) alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel 3) modify the highway approaches as needed to accommodate the new bridge, 4) relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

An existing material site is located in the northwest quadrant of the bridge. The contractor may elect to utilize this site or other contractor-furnished material sites.

III. Environmental Consequences

- For each yes, summarize the activity evaluated and the magnitude of the impact.
- For any consequence category with an asterisk (*), additional information must be attached such as an alternatives analysis, agency coordination or consultation, avoidance measures, public notices, or mitigation statement.
- Include direct and indirect impacts in each analysis.

A. <u>Right-of-Way Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Additional right-of-way required.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Permanent easements required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Estimated number of parcels: <u>0</u>			
• Full or partial property acquisition required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Estimated number of full parcels: <u>0</u>			
• Estimated number of partial parcels: <u>1</u>			
• Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Business or residential relocations required. <i>If yes, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study.</i>	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
• Number of relocations: <u>0</u>			
• Type of relocation: Residential: <input type="checkbox"/> Business: <input type="checkbox"/> Residential (Indicate number: <u>Not Applicable</u>) Business (Indicate number: <u>Not Applicable</u>)			
• Last-resort housing required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in E.O. 12898 (DOT Order 6640.23, December 1998)?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project will involve use of ANILCA land that requires an ANILCA Title XI approval. <i>If yes, the project is not assigned to the State per the 6004 MOU and the CE must be processed by FHWA.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Summarize the right-of-way impacts, if any: An estimated 1.5 acres of permanent right-of-way and 0.28 acres of temporary easement would be needed for the project.			

B. <u>Social and Cultural Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. The project will affect neighborhoods or community cohesion.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in 36 CFR 800.16(m)]. <i>If yes, the project is not assigned to the State per the 6004 MOU and the CE must be processed by FHWA.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. Summarize the social and cultural impacts, if any:

In the short-term, temporary traffic delays and road closures would occur during construction. The roadway is officially open from May 15 to October 15. During this season the following measures would be implemented:

- Short term road closures would be limited to one hour blocks of time.
- Four full 12-hour closures would be permitted with ample advanced public notice (7 days minimum).
- Emergency vehicles would be accommodated through the project at all times.
- No full road closures are permitted during the July 4th week/weekend and lane restrictions would be limited to 30 minutes or less.
- The contractor must participate in a public meeting in the McCarthy community prior to project start to discuss their schedule and operations. They would also be required to provide public information updates to the community and interested stakeholders on at least a biweekly basis so that area travelers are aware of days or timeframes in which they may encounter a closure or delay and can plan accordingly.

Long term accessibility is expected to be improved providing a net benefit to the community and its visitors by reducing the incidents of high water bridge scour damage and overhead bridge member hits that cause traffic interruptions needed to complete maintenance repairs. The new bridge's improved load bearing capacity would also improve long term access to and from communities for heavy trucks.

C. **Economic Impacts**

N/A YES NO

- | | | |
|--|--------------------------|-------------------------------------|
| 1. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The project will adversely affect established businesses or business districts. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Summarize the economic impacts, if any: | | |

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Long term accessibility is expected to be improved providing a net benefit to the community and its visitors by reducing the incidents of high water bridge scour damage and overhead bridge member hits that cause traffic interruptions needed to complete maintenance repairs. The new bridge's improved load bearing capacity would also improve long term access to and from communities for heavy trucks.

- D. Land Use and Transportation Plans** N/A YES NO
1. Project is consistent with land use plan(s).
 - a. Identify the land use plan(s) and date Copper Valley Regional Plan (2003)
 2. Project is consistent with transportation plan(s).
 - a. Identify the transportation plan(s) and date. Interior Alaska Transportation Plan, November 2010
 3. Project would induce adverse indirect and cumulative effects on land use or transportation. *If yes, attach analysis.*
 4. Summarize how the project is consistent or inconsistent with the land use plan(s) and transportation plan(s):

The project is consistent with the Copper Valley Regional Plan. Two of its transportation objectives (page 75) are to:

 - 1) "Maintain and improve safety of existing roadways, trails, paths, and facilities. Support the Department of Transportation in their efforts to maintain and improve Copper Valley Roadways."
 - 2) "Make McCarthy Road a priority in the DOT budget and construction plans. Support the Department of Transportation in their efforts to maintain and improve the McCarthy Road."

The project is consistent with the current Interior Alaska Transportation Plan's goal to preserve the existing transportation facilities and extending the life of these facilities.

The project does not change land use or induce land use change but corrects bridge deficiencies in order to preserve the function and safety of the existing roadway such that it continues to serve the existing land uses.

- E. Impacts to Historic Properties** N/A YES NO
1. Does the project involve a road that is included on the "List of Roads Treated as Eligible" in the Alaska Historic Roads PA? *If yes, follow the Interim Guidance for Addressing Alaska Historic Roads.*
 2. Does the project qualify as a listed activity that has no potential to cause effects to historic properties? *If yes, attach concurrence from the FHWA Area Engineer (non-assigned projects) or Statewide NEPA Manager for 6004-assigned projects.* *
 - a. Indicate the appropriate policy directive or memo that identifies the project as an action with no potential to cause effects to historic properties:
Not Applicable
 3. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?
 4. Date Consultation/Initiation Letters sent 2/15/2012 *Attach copies to this form.*
 - a. List consulting parties National Park Service, Ahtna Incorporated, Chitina Native Corporation, Native Village of Chitina
 - b. If no letters were sent, explain why not. *Attach "Section 106 Proceed Directly to Findings Worksheet", if applicable* Not Applicable
 5. Date "Finding of Effect" Letters sent 11/27/12 *Attach copies to this form*

E. Impacts to Historic Properties

N/A YES NO

a. State any changes to consulting parties The McCarthy Area Council was added to the list of consulting parties.

6. List responding consulting parties, comment date, and summarize:

In a 3/11/2012 letter responding to FHWA's 2/15/2012 initiation letters, the National Park Service (NPS), regarding the only previously identified and evaluated site in the project APE (XMC-218), expressed their agreement with the "not eligible" determination and a finding of no historic properties affected. The NPS also encouraged DOT& PF to assess project impacts on the treated-as-eligible McCarthy Road. In a follow up 6/19/12 phone conversation, DOT&PF shared the requested assessment. In response the NPS cultural resources specialist, Greg Biddle, expressed agreement with a finding of no adverse effect both for the project and for the treated-as-eligible McCarthy Road.

In a 3/9/2012 email response to the 2/15/2012 initiation letters, the State Historic Preservation Officer (SHPO) noted the close proximity of potential human remains at site XMC-256 near to Collins Material Site East. SHPO recommended investigating potential disturbance of human remains. In the 11/27/2012 findings letter FHWA replied that the Collins Material Site West has been removed from the APE leaving the human remains concern area distant and unaffected by the project. SHPO also wrote in their 3/9/2012 email that they looked forward to forthcoming documentation regarding effect to the road and eligibility of the bridge. This documentation was sent to SHPO by FHWA in a 11/27/2012 findings letter. In response SHPO concurred in a 12/6/2012 letter that the Lakina River Bridge is not eligible and that the project would result in no adverse effect to historic properties, including the treated-as-eligible McCarthy Road.

In a 3/22/2012 Consultation Options Form Chitina Native Corporation (CNC) indicated that there may be places of traditional religious and cultural importance present or within the vicinity of the proposed project and that further consultation is requested. In a follow up 6/2/2012 phone conversation, CNC communicated that they have no specific resource concerns or information but that their concern is limited to being updated and advised of the project.

No other consulting party responses were received.

7. Are there any unresolved issues with consulting parties?

a. If yes, list Not Applicable

8. Date SHPO concurred with "Finding of Effect" 12/6/2012 *Attach copy to this form.*

9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Agreements (PCEs) do not apply.*

10. Summarize any effects to historic properties. *List affected sites (by AHRS number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in Section VI.*

No project-related adverse effects to historic properties were identified and no

historic-property-related mitigation measures were determined to be necessary.

- | F. <u>Wetland Impacts</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|--------------------------|---------------------------------------|-------------------------------------|
| 1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). <i>If yes, document public and agency coordination required per E.O. 11990, Protection of Wetlands.</i> | | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| 2. Are the wetlands delineated in accordance with the “ <i>Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007</i> ”? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Estimated area of wetland involvement (acres): <u>0.05 acre permanent, 0.05 acre temporary</u> | | | |
| 4. Estimated fill quantities (cubic yards): <u>318 cu.yds.</u> | | | |
| 5. Estimated dredge quantities (cubic yards): <u>None</u> | | | |
| 6. Is a USACE authorization anticipated?
<i>If yes, identify type:</i> NWP <input type="checkbox"/> Individual <input checked="" type="checkbox"/> General Permit <input type="checkbox"/> Other <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. Wetlands Finding <i>Attach the following supporting documentation as appropriate:</i> | | | |
| • <i>Avoidance and Minimization Checklist, and Mitigation Statement</i> | | | |
| • <i>Wetlands Delineation.</i> | | | |
| • <i>Jurisdictional Determination.</i> | | | |
| • <i>Copies of public and resource agency letters received in response to the request for comments.</i> | | | |
| a. Are there practicable alternatives to the proposed construction in wetlands? <i>If yes, the project cannot be approved as proposed.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include all practicable measures to minimize harm to wetlands? <i>If no, the project cannot be approved as proposed.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project’s impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. <i>If no, the project cannot be approved as proposed.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8. Summarize the wetlands impacts and mitigation, if any. <i>Include any commitments or mitigative measures in Section VI.</i> | | | |

A notice of wetland involvement was placed in the Copper River Record on 8/16/12 and 8/23/12 and posted on the State of Alaska public notice website on 8/20/12. A copy of the newspaper advertisement and website public notice are located in the attached Public Involvement appendix.

The estimated project impact on wetlands is 0.05 acre temporary and 0.05 acre permanent for a total of 0.1 acres. Wetlands within the project work area are limited to shrub wetlands located on river gravel bars and at the margins of the Lakina River streambed. See Figures 2 and 3. The project as designed would be self-mitigating by providing a net benefit to the Lakina River and its floodplain wetlands. The bridge is proposed to be lengthened by 136 feet and the bridge approach banks cut back to provide a larger hydraulic opening and reduced channel constriction and flow velocities. A larger opening is expected to benefit the river allowing it to meander over a greater portion of its natural floodplain and supplying greater water flows to its floodplain and wetlands. In addition, scour events around the bridge abutments are expected to occur less frequently and be less severe reducing erosion-generated sediment releases to the river. The two piers to be placed within the river’s meander limits under the bridge would be skewed to closely match the typical direction of stream flow and would be placed at or above the current active channel limits. See Figure 3.

- | G. <u>Water Body Involvement</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|--------------------------|---------------------------------------|-------------------------------------|
| 1. Project affects a water body. | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Project affects a navigable water body as defined by USCG, (i.e. Section 9). | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 3. Project affects Waters of the U.S. as defined by the USACE, Section 404. | <input type="checkbox"/> | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| 4. Project affects Navigable Waters of the U.S. as defined by the USACE (Section 10) | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 5. Project affects fish passage across a stream frequented by salmon or other fish(i.e. Title 16.05.841) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Project affects a cataloged anadromous fish stream, river or lake (i.e. Title 16.05.871). | <input type="checkbox"/> | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| 7. Project affects a designated Wild and Scenic River or land adjacent to a Wild and Scenic River. <i>If yes, the Regional Environmental Manager should consult with the Statewide NEPA Manager (assigned CEs) or FHWA Area Engineer and FHWA Environmental Program Manager (non-assigned CEs) to determine applicability of Section 4(f).</i> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Proposed water body involvement: Bridge <input checked="" type="checkbox"/> Culvert <input type="checkbox"/> Embankment Fill <input checked="" type="checkbox"/>
Relocation <input type="checkbox"/> Diversion <input checked="" type="checkbox"/> Temporary <input checked="" type="checkbox"/> Permanent <input checked="" type="checkbox"/> Other <input type="checkbox"/> | <input type="checkbox"/> | | |
| 9. Type of stream or river habitat impacted: Spawning <input type="checkbox"/> Rearing <input checked="" type="checkbox"/> Pool <input type="checkbox"/>
Riffle <input checked="" type="checkbox"/> Undercut bank <input type="checkbox"/> Other <input type="checkbox"/> | <input type="checkbox"/> | | |
| 10. Amount of fill below (cubic yards): OHW <u>3604 cy</u> MHW <u>Not Applicable</u> HTL <u>Not Applicable</u> | | | |
| 11. Summarize the water body impacts and mitigation, if any. <i>Include any commitments or mitigative measures in Section VI.</i> | | | |

The estimated project impact on the Lakina River is 0.23 acre temporary and 0.4 acre permanent for a total of 0.63 acres. The project as designed would be self-mitigating by providing a net benefit to the Lakina River and its floodplain wetlands. The bridge is proposed to be lengthened by 136 feet and the bridge approach banks cut back to provide a larger hydraulic opening and reduced channel constriction and flow velocities. A larger opening is expected to benefit the river allowing it to meander over a greater portion of its natural floodplain and supplying greater water flows to the floodplain and its wetlands. In addition scour events around the bridge abutments are expected to occur less frequently and be less severe reducing erosion-generated sediment releases to the river. The two piers to be placed within the river's meander limits under the bridge would be skewed to closely match the typical direction of stream flow and would be placed at or above the current active channel limits. See Figure 3.

- | H. <u>Fish and Wildlife</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|---------------------------------------|-------------------------------------|
| 1. Anadromous and resident fish habitat. <i>Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.</i> | | | |
| a. Database name(s) and date(s) queried: Alaska DFG Fisheries Database (2/13/13) | | | |
| b. Anadromous fish habitat present in project area. | | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| c. Resident fish habitat present in project area | | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| d. Adverse effect on spawning habitat. | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| e. Adverse effect on rearing habitat. | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| f. Adverse effect on migration corridors. | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| g. Adverse effect on subsistence species. | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |

I. Threatened and Endangered Species (T&E)

N/A YES NO

1. Database name(s) and date(s) queried: USFWS E,T,P,C, and D Species in Alaska, Current List
2. Listed threatened or endangered species present in the project area. *
3. Threatened or endangered species migrate through the project area. *
4. Designated critical habitat in the project area. *
5. Proposed species present in project area. *
6. Candidate species present in project area. *
7. What is the effect determination for the project? *Select one.*
 - a. Project has no effect on listed or proposed T&E species or designated critical habitat.
 - b. Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. *Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.*
 - c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. *If yes, consult the FHWA Area Engineer (non-assigned projects) or Statewide NEPA Manager for 6004-assigned projects.*
8. Summarize the findings of the consultation, conferencing, biological evaluation, or biological assessment and the opinion of the agency with jurisdiction, or state why no coordination was conducted. *Include any commitments or mitigative measures in Section VI.*

There are no federally listed species or critical habitat at or near this project location.

J. Invasive Species

N/A YES NO

1. Database name(s) and date(s) queried: AKEPIC Database (2/13/13)
2. Does the project include all practicable measures to minimize the introduction or spread invasive species, making the project consistent with E.O. 13112 (Invasive Species)? *If yes, list measures in J.3.*
3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in Section VI.*

A review of the AKEPIC database found five occurrence records of common dandelion (taraxacum officinale) in the vicinity of the bridge.

With the implementation of practicable measures to minimize the introduction or spread of invasive species, the project is expected to result in no substantial invasive species impacts. Minimization measures proposed are: 1) Avoid the use of listed noxious species for landscaping and erosion control purposes. 2) Sequence construction activities to minimized disturbed areas. 3) Implement timely seeding of project-disturbed areas with non-invasive species providing adequate cover.

- | K. <u>Hazardous Waste</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|------------|----------------------------|-------------------------------------|
| 1. Database name(s) and date(s) queried: Alaska DEC Contaminated Site Database & Dept. of Interior National Atlas Database (2/13/13) | | | |
| 2. There are potentially contaminated sites within or adjacent to the existing and/or proposed ROW. | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. There are identified contaminated sites within or adjacent to the existing and/or proposed ROW. | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Extensive excavation is proposed adjacent to, or within, a known hazardous waste site, or the potential for encountering hazardous waste during construction is high. <i>If yes, attach the hazardous waste investigation report and approved ADEC Corrective Action Plan.</i> | | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 5. Summarize the hazardous waste impacts and mitigation, if any. <i>Include any commitments or mitigative measures in Section VI.</i> | | | |

A review of the Alaska Department of Environmental Conservation (ADEC) contaminated site databases was completed on 2/13/13. No sites were found to be within the the project area. Review (2/13/13) of the U.S Department of Interior's National Atlas database of potentially contaminated sites revealed no sites of concern for encountering contamination within the project area.

- | L. <u>Air Quality (Conformity)</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|-------------------------------------|----------------------------|-------------------------------------|
| 1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5). <i>If yes, indicate CO <input type="checkbox"/> or PM-10 <input type="checkbox"/> or PM-2.5 <input type="checkbox"/>, and complete the remainder of this section.</i> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).
a. List dates of FHWA/FTA conformity determination: _____ | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. The project is exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). <i>If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? <i>If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule's requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. A CO project-level analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116(a) for all areas or 93.116(b) for nonattainment areas. <i>Attach a copy of the analysis.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 6. A PM-2.5 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116. <i>Attach a copy of the analysis.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 7. A PM-10 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116. <i>Attach a copy of the analysis.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |

8. Summarize air quality impacts, mitigation, and agency coordination, if any. *Include any commitments or mitigative measures in Section VI.*

The project is not located in an air quality nonattainment or maintenance area.

M. <u>Floodplain Impacts (23 CFR 650, Subpart A)</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date : <u>FEMA Unmapped Community ID#025058</u> <i>If yes, attach documentation of public involvement conducted per E.O. 11988 and 23 CFR 650.109. Consult with the regional or Statewide Hydraulics/Hydrology expert. Attach the required location hydraulic study developed per 23 CFR 650.111. Answer questions M.1.a through d.</i> <i>If no, skip to M.2.</i>		<input type="checkbox"/> *	<input checked="" type="checkbox"/>
a. Is there a longitudinal encroachment into the 100-year floodplain?	<input checked="" type="checkbox"/>	<input type="checkbox"/> *	<input type="checkbox"/>
b. Is there significant encroachment as defined by 23 CFR 650.105(q)? <i>If yes, the project cannot be approved as proposed without a finding that the proposed action is the "Only Practicable Alternative" as defined in 23 CFR 650.113. Attach the finding for approval.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/> *	<input type="checkbox"/>
c. Project encroaches into a regulatory floodway.	<input checked="" type="checkbox"/>	<input type="checkbox"/> *	<input type="checkbox"/>
d. The proposed action would increase the base flood elevation one-foot or greater.	<input checked="" type="checkbox"/>	<input type="checkbox"/> *	<input type="checkbox"/>
2. Project conforms to local flood hazard requirements.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Project is consistent with E.O. 11988 (Floodplain Protection). <i>If no, the project cannot be approved as proposed.</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Summarize floodplain impacts and mitigation, if any. <i>Include any commitments or mitigative measures in Section VI.</i>			

Not Applicable.

N. Noise Impacts (23 CFR 772) N/A YES NO

1. Does the project involve any of the following? *If yes, complete N.1.a.*

If no, a noise analysis is not required. Skip to section O.

- Construction of highway on a new location.
- Substantial alteration in vertical or horizontal alignment as defined in 23 CFR 772.5.
- An increase in the number of through lanes.
- Addition of an auxiliary lane (except a turn lane).
- Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.
- Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

a. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*

Category A: Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.

Category B: Residential. *This includes undeveloped lands permitted for this category.*

Category C (exterior): Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. *This includes undeveloped lands permitted for this category.*

Category D (interior): Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.

Category E: Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not listed above. *This includes undeveloped lands permitted for this category.*

2. Does the noise analysis identify a noise impact? *If yes, explain in N.3*

3. Summarize the findings of the attached noise analysis and noise abatement worksheet, if applicable:

Not Applicable.

- | O. <u>Water Quality Impacts</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|-------------------------------------|--------------------------|-------------------------------------|
| 1. Project would involve a public or private drinking water source. <i>If yes, explain in O.7</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Project would result in a discharge of storm water to a Water of the U.S. (per 40 CFR 230.3(s)) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Project would discharge storm water into or affect an ADEC designated Impaired Waterbody. <i>If any of the Impaired Waterbodies have an approved or established Total Maximum Daily Load, describe project impacts in O.7</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a. List name(s), location(s), and pollutant(s) causing impairment:
<u>Not Applicable</u> | | | |
| 4. Estimate the acreage of ground-disturbing activities that will result from the project?
<u>3.8</u> acres | | | |
| 5. Is there a municipal separate storm sewer system (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a. If yes, list APDES permit number and type: <u>Not Applicable</u> | | | |
| 6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge? <i>If yes and Alaska Construction General Permit applies to the project, consultation with ADEC is required at least 30 days prior to planned start of construction activities.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Summarize the water quality impacts and mitigation, if any. <i>Include any commitments or mitigative measures in Section VI.</i> | | | |

No discharges of stormwater to Waters of the U.S. are proposed other than the potential for overland runoff. In order to minimize water quality impacts, temporary erosion control and stabilization measures [Best Management Practices (BMPs)] would be used during construction activities to minimize erosion of soils and transportation of sediment beyond the immediate construction site. Water quality is expected to meet state and federal water quality standards. As necessary, in compliance with the APDES General Permit for Construction Activities, the construction contractor would issue a Notice of Intent to the ADEC for storm water discharges associated with construction activities and, before construction, a SWPPP, if needed, would be completed for ADEC review.

Concerning antidegradation consultation, (question #6 above), as requested by the ADEC, a visual monitoring plan (Part 7.4 of the Alaska Construction General Permit) would be included in the Storm Water Pollution Prevention Plan (SWPPP). The results of visual monitoring would be included in the on-site SWPP. The SWPPP does not need to be submitted to ADEC unless the total disturbance exceeds 5 acres. See the ADEC Antidegradation Coordination appendix attached.

- | P. <u>Construction Impacts</u> | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. There will be temporary degradation of water quality. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. There will be a temporary stream diversion. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. There will be temporary degradation of air quality. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. There will be temporary delays and detours of traffic. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. There will be temporary impacts on businesses. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. There will be temporary noise impacts. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. There will be other construction impacts. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

8. *8. Summarize construction impacts and mitigation for each 'yes' above. Include any commitments or mitigative measures in Section VI.*

Water Quality - There would be temporary impacts to water quality during construction. Work within Lakina River is required to replace the bridge, improve the roadway approaches, and install riprap protection.

Mitigation: In order to minimize water quality impacts, temporary erosion control and stabilization measures (BMPs) would be utilized during construction to minimize erosion of soils and transportation of sediment beyond the immediate construction site.

Mitigation: The contractor would be required to develop a Hazardous Materials Control Plan to address containment, cleanup, and disposal of all construction related discharges of petroleum fuels, oils, and/or other hazardous substances. Wastes generated during construction would be properly handled, contained, and disposed of at an appropriately permitted disposal facility, in accordance with State and Federal laws.

Temporary Stream Diversion - Replacing the bridge may require temporary stream diversions during the installation. The contractor may use cofferdams and dewatering systems to accomplish this work.

Mitigation: Permit provisions related to any necessary diversion/dewatering would be followed.

Air Quality - Temporary degradation of air quality may occur from the increased airborne particulate levels and emissions from heavy equipment and dust during construction activities.

Mitigation: Watering of dust prone areas during construction would be implemented as needed to minimize air quality impacts.

Traffic - Temporary traffic delays and road closures would occur during construction.

Mitigation: Short term road closures would be limited to one hour blocks of time. Four full 12-hour closures would be permitted with ample advanced public notice (7 days minimum). Emergency vehicles would be accommodated through the project at all times. No full road closures are permitted during the July 4th week/weekend and lane restrictions would be limited to 30 minutes or less. The contractor must participate in a public meeting in the McCarthy community prior to project start to discuss their schedule and operations. They would also be required to provide public information updates to the community and interested stakeholders on at least a biweekly basis so that area travelers are aware of days or timeframes in which they may encounter a closure or delay and can plan accordingly.

Businesses - Business and customer road users relying on the transportation to and from McCarthy and Kennicott may be temporarily impacted during construction due to temporary traffic delays and road closures.

Mitigation: The mitigation measures discussed above under "traffic" would be implemented.

Noise - There would be a temporary increase in noise during construction due to the use of heavy equipment.

Mitigation: The project would comply with any local noise ordinance or a variance obtained.

Other – Soil disturbance provides opportunity for invasive plants to become established and out-compete native plant growth and to spread invasive plants present in the project area.

Mitigation: Practicable measures would be implemented to minimize the introduction or spread of noxious weeds as described in item J.3.

Q. Section 4(f)/6(f) N/A YES NO

1. Section 4(f) (23 CFR 774)
 - a. Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? *If yes, attach consultation with the Statewide NEPA Manager (assigned CEs) or FHWA Environmental Program Manager (non-assigned CEs) to determine applicability of Section 4(f)*
 - b. Does an exception listed in 23 CFR 774.13 apply to this project? *If yes, attach consultation with the Statewide NEPA Manager (assigned CEs) or FHWA Environmental Program Manager (non-assigned CEs), and documentation from the official with jurisdiction, if required.*
 - c. Does the project result in the “use” of a Section 4(f) property? *“Use” includes a permanent incorporation of land, adverse temporary occupancy, or constructive use.*
 - d. Has a *de minimis* impact finding been prepared for the project? *If yes, attach the finding.*
 - e. Has a Programmatic Section 4(f) Evaluation been prepared for the project? *If yes, attach the evaluation.*
 - f. Does the project require an Individual Section 4(f) Evaluation? *If yes, the project is not assigned to the State per the 6004 MOU and the CE must be processed by FHWA. Attach the evaluation.*
2. Section 6(f) (36 CFR 59)
 - a. Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project?
 - b. Is the use of the property receiving LWCFA funds a “conversion of use” per Section 6(f) of the LWCFA? *Attach the correspondence received from the ADNR 6(f) Grants Administrator.*

3. Summarize Section 4(f)/6(f) involvement, if any:
 The Wrangell St. Elias National Park and Preserve (WSNPP) surrounds the project. However, the project is located adjacent to private land in-holdings within the WSNPP and does not propose to permanently incorporate or temporarily occupy WSNPP lands for use by the transportation facility. In the vicinity of the WSNPP work on the transportation facility is proposed to remain within the existing roadway right-of-way.

Section 4(f) consultation has occurred with FHWA. Attached in the Section 4(f) Consultation appendix is documentation of this consultation including the FHWA Environmental Program Manager’s determination that the project would not result in a Section 4(f) use of the WSNPP. As a result of Section 4(f) consultation, the following environmental commitments apply.

- Material sources for this project would be contractor furnished. The contractor would be required to identify all material sites proposed for use on this project within 30 days of contract award and provide written certification that all permits and clearances required to use material from the source have been obtained prior to any clearing or ground disturbance in the material source. Should the contractor receive written permission from the NPS to utilize any NPS managed lands as a material source for this project, the contractor must provide that documentation to the Department at least 90 days prior to the date they expect to begin work in that material source. This window of time would allow the Department sufficient time to ensure the appropriate steps are taken to address any Section 4(f) requirements in the event that a Section 4(f) use would occur.

- Short term road closures would be limited to one hour blocks of time.
- Four full 12-hour closures would be permitted with ample advanced public notice (7 days minimum).
- Emergency vehicles would be accommodated through the project at all times.
- No full road closures are permitted during the July 4th week/weekend and lane restrictions would be limited to 30 minutes or less.
- The contractor must participate in a public meeting in the McCarthy community prior to project start to discuss their schedule and operations. They would also be required to provide public information updates to the community and interested stakeholders on at least a biweekly basis so that area travelers are aware of days or timeframes in which they may encounter a closure or delay and can plan accordingly.

IV. Permits and Authorizations	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. USACE, Section 404/10 <i>Includes Abbreviated Permit Process, Nationwide Permit, and General Permit</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Coast Guard, Section 9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Flood Hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. ADEC Non-domestic Wastewater Plan Approval	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. ADEC 401	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. ADEC APDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Eagle Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other. <i>If yes, list below.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. Comments and Coordination	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Public/agency involvement for project. <i>Required if protected resources are involved.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Public Meetings. Date(s): <u>August 27 & 28, 2012</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Newspaper ads. <i>Attach certified affidavit of publication as an appendix.</i> Name of newspaper and date: <u>August 16 & 23, 2012</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Agency scoping letters. Date sent: <u>August 17, 2012</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Agency scoping meeting. Date of meeting: <u>NA</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Field review. Date: <u>NA</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*

Agency scoping letters were sent out on 8/17/12. A copy of the letter and the agency reply received are attached in the Scoping Documentation appendix.

A public advertisement of the public meetings and a notice of potentially affected resources (including historic properties, wetlands, and floodplains) was placed in the Copper River Record on 8/16/12 and 8/23/12 and posted on the State of Alaska public notice website on 8/20/12. A copy of the newspaper advertisement and website public notice are attached in the attached Public Involvement appendix.

The majority of comments and questions dealt with traffic delays during construction and potential impacts to the community and tourist businesses. Commenters requested that DOT&PF work to provide consistent road closure times with adequate advanced notification, utilize night-time hours and low-tourist months when possible, and make any necessary daytime closures brief in duration. Other comments and questions received dealt with the following subjects: the need for bridge replacement, bridge load limits, right-of-way needs, funding for the project, the width of the proposed bridge, changes to the river channel, salvaging a piece of the bridge for the local community, and plans for transporting new bridge girders to the construction site. Overall the community was grateful for the opportunity to provide input and the tone of the meeting was not controversial. Copies of comments received can be found in the attached Public Involvement appendix.

VI. Environmental Commitments and Mitigation Measures

List all environmental commitments and mitigation measures included in the project.

- 1.** The project would comply with all water-related and fisheries-related permit conditions such that substantial adverse effects to fisheries and waters would not occur.
- 2.** The design of the bridge would be coordinated with the DFG so that it would adequately accommodate fish passage, as needed.
- 3.** Practicable measures would be implemented to minimize the introduction or spread of noxious weeds as described in item J.3.
- 4.** Best management practices would be implemented during construction to minimized detachment and transport of sediment beyond the construction site. As necessary, in compliance with the APDES General Permit for Construction Activities, the construction contractor would issue a Notice of Intent to the ADEC for storm water discharges associated with construction activities and, before construction, a SWPPP, if needed, would be completed for ADEC review.
- 5.** As requested by the ADEC, a visual monitoring plan (Part 7.4 of the Alaska Construction General Permit) would be included in the Storm Water Pollution Prevention Plan (SWPPP). The results of visual monitoring would be included in the on-site SWPPP. The SWPPP does not need to be submitted to DEC unless the total disturbance exceeds 5 acres.
- 6.** Material sources for this project would be contractor furnished. The contractor would be required to identify all material sites proposed for use on this project within 30 days of contract award and provide written certification that all permits and clearances required to use material from the source have been obtained prior to any clearing or ground disturbance in the material source. Should the contractor receive written permission from the NPS to utilize any NPS managed lands as a material source for this project, the contractor must provide that documentation to the Department at least 90 days prior to the date they expect to begin work in that material source. This window of time would allow the Department sufficient time to ensure the appropriate steps are taken to address any Section 4(f) requirements in the event that a Section 4(f) use would occur.

7. Short term road closures would be limited to one hour blocks of time. Four full 12-hour closures would be permitted with ample advanced public notice (7 days minimum). Emergency vehicles would be accommodated through the project at all times. No full road closures are permitted during the July 4th week/weekend and lane restrictions would be limited to 30 minutes or less. The contractor must participate in a public meeting in the McCarthy community prior to project start to discuss their schedule and operations. They would also be required to provide public information updates to the community and interested stakeholders on at least a biweekly basis so that area travelers are aware of days or timeframes in which they may encounter a closure or delay and can plan accordingly.
8. Watering of dust prone areas during construction would be implemented as needed to minimize air quality impacts.
9. The contractor would be required to develop a Hazardous Materials Control Plan to address containment, cleanup, and disposal of all construction related discharges of petroleum fuels, oils, and/or other hazardous substances. Wastes generated during construction would be properly handled, contained, and disposed of at an appropriately permitted disposal facility, in accordance with State and Federal laws.
10. If applicable, the project would comply with any local noise ordinance or a variance obtained.
11. Permit provisions related to any necessary diversion/dewatering would be followed.

VII. Environmental Documentation Approval

N/A YES NO

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. Do any unusual circumstances exist, as described in 23 C.F.R. 771.117 (b)? <i>If yes, the CE Documentation form cannot be approved.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does this 6004 Program approval statement apply?
“The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of title 23, United States Code, Section 326 and a Memorandum of Understanding dated September 20, 2012, executed between the FHWA and the State.” <i>If no, the CE must be approved by FHWA.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. For 6004 projects: The project meets the criteria of the DOT&PF Programmatic Approval 2 authorized in the November 6, 2012 “CE Directive – Delegation of Approval Authority for Certain CEs under 6004 MOU”. <i>If yes, the CE may be approved by the Regional Environmental Manager. If no, the CE may be approved by a Statewide NEPA Manager.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. For non-assigned projects: The project meets the criteria of the April 13, 2012 “Programmatic Categorical Exclusion for Use on Federal-Aid Highway Projects in Alaska” between FHWA and DOT&PF. <i>If yes, the CE may be approved by the Regional Environmental Manager. If no, the CE may be approved by FHWA Area Engineer.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. Environmental Documentation Approval Signatures

Prepared by: Robert A. Effinger
[Sign] Environmental Impact Analyst

Date: 3/21/13

Robert A. Effinger
[Print Name] Environmental Impact Analyst

Reviewed by: Sarah E. Schacher
[Sign] Engineering Manager

Date: 3/21/2013

Sarah E. Schacher
[Print Name] Engineering Manager

Approved by: Brett D. Nelson
[Sign] Regional Environmental Manager

Date: 3-26-13

Brett D. Nelson
[Print Name] Regional Environmental Manager

Assigned CE

Approved by: _____
[Sign] DOT&PF Statewide NEPA Manager

Date: _____

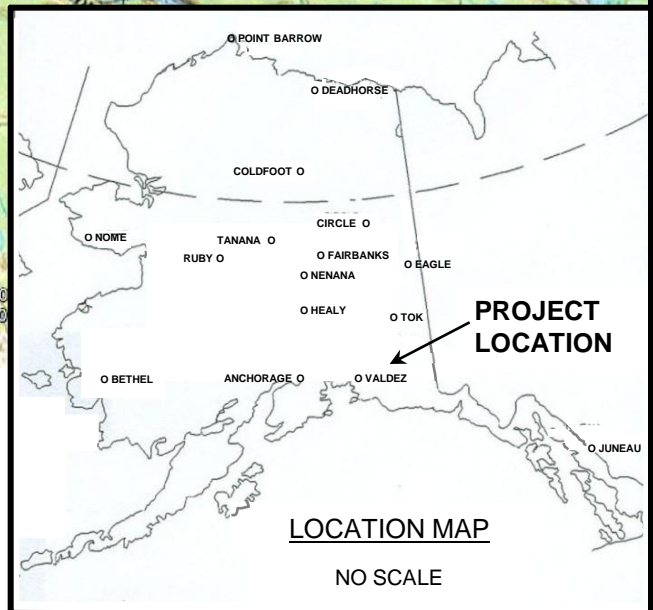
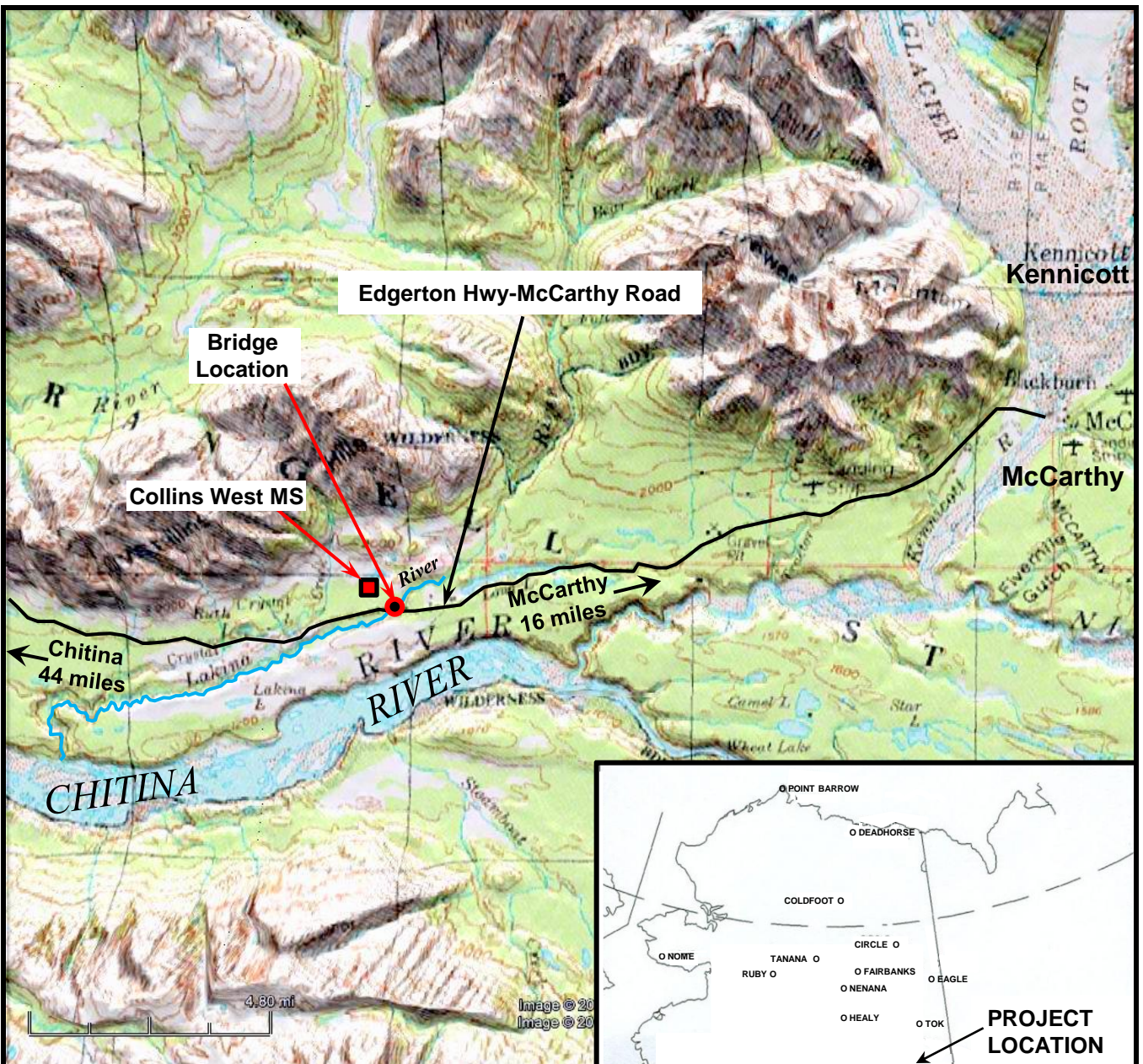
[Print Name] DOT&PF Statewide NEPA Manager

Non-Assigned CE

Approved by: _____
[Sign] FHWA Area Engineer

Date: _____

[Print Name] FHWA Area Engineer

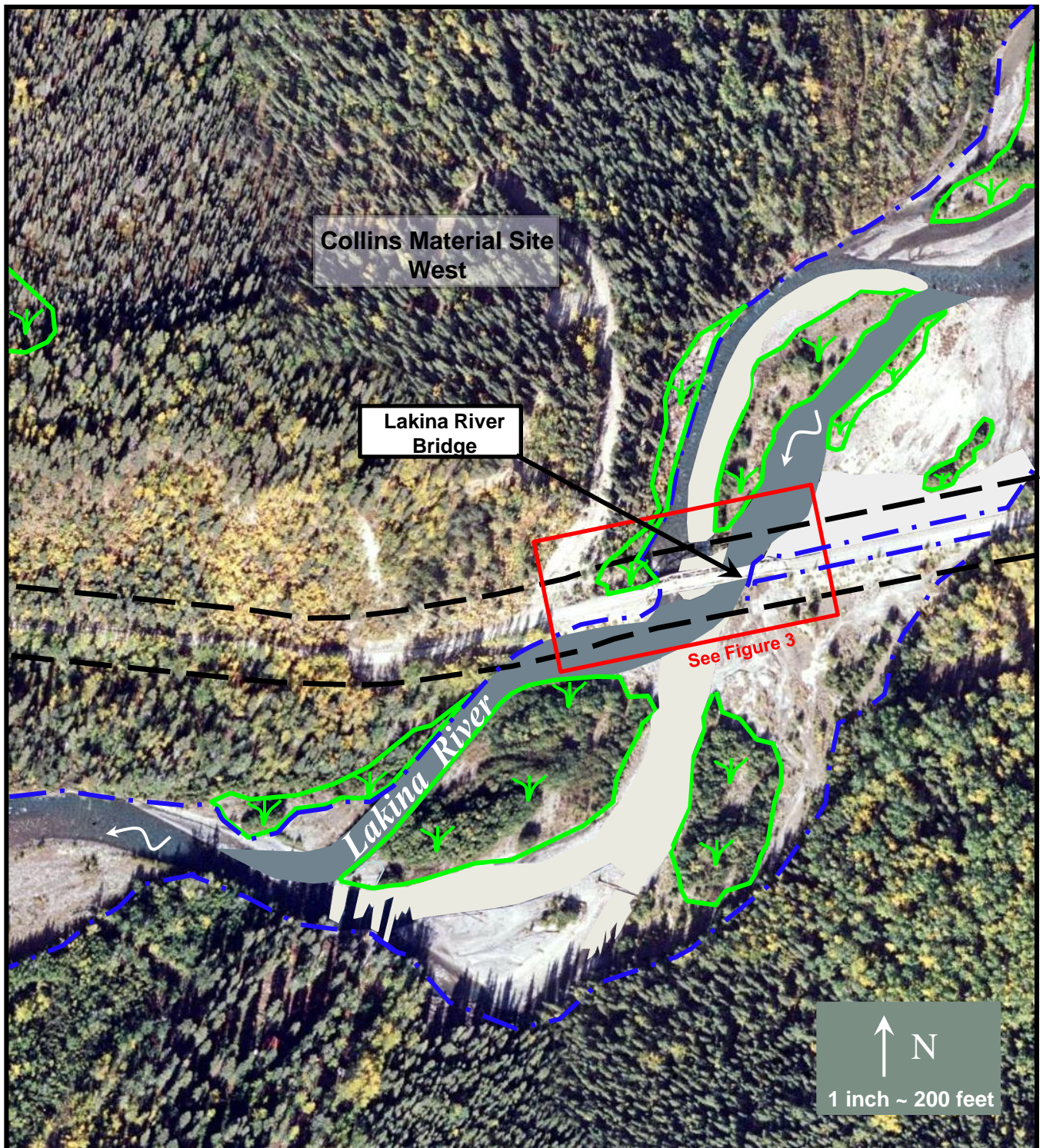


Project Location and Vicinity

T6S, R11E; Sections 2 & 3
 USGS McCarthy B7
 Copper River Meridian

↑ N
 1 inch ~ 2900 feet

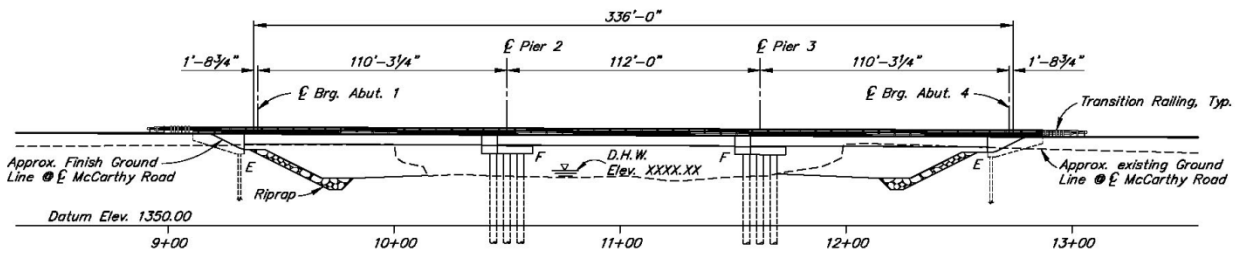
STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE: 3/20/13	Figure 1



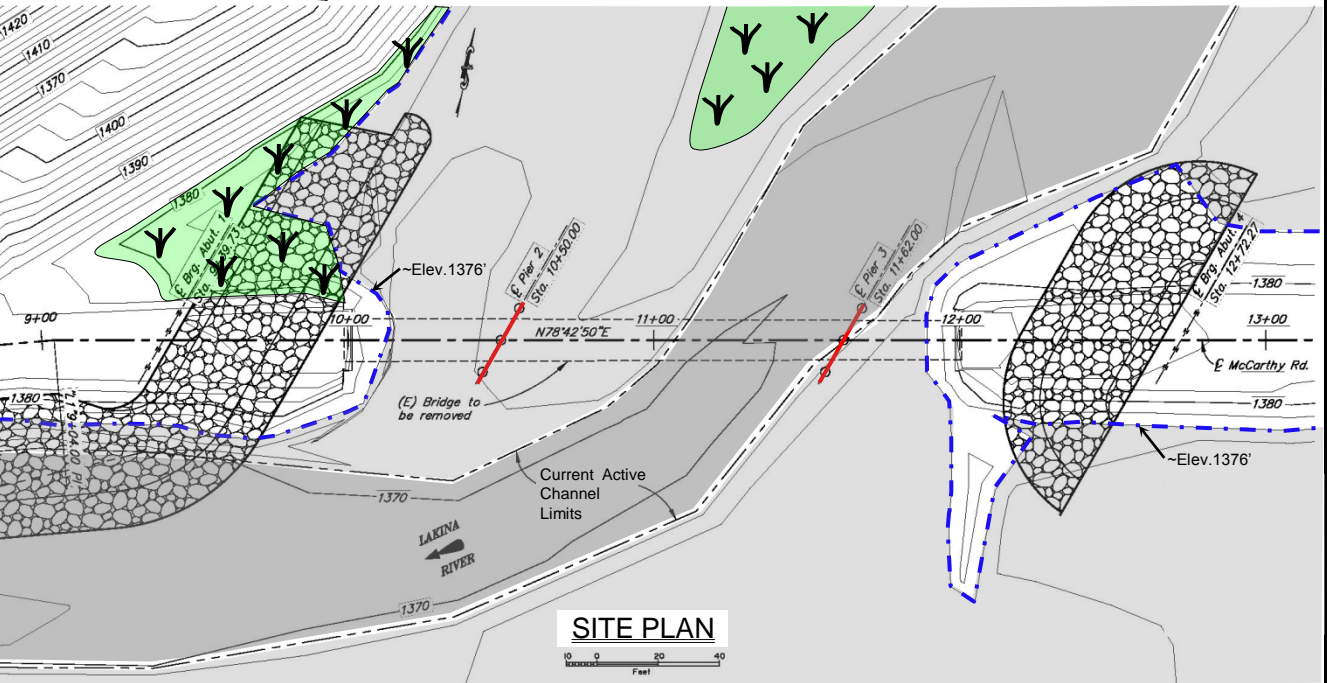
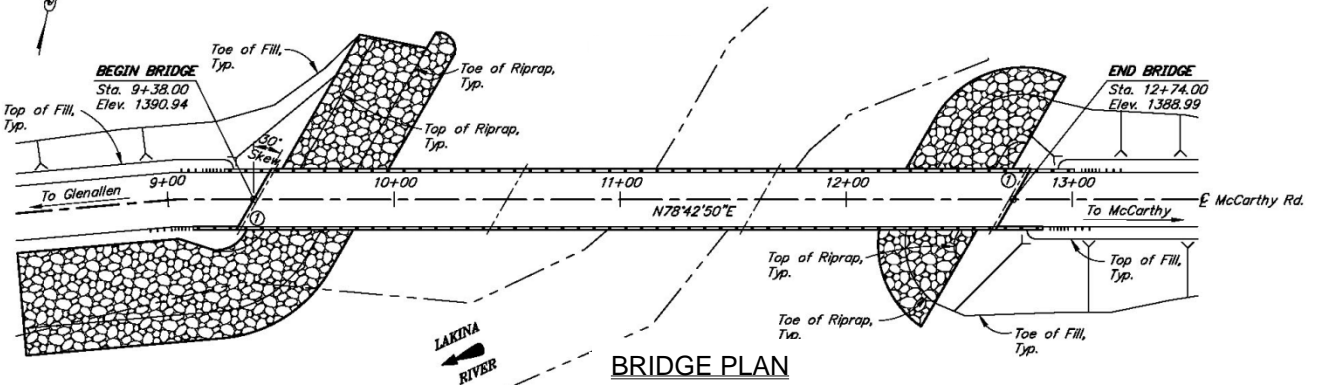
Aerial Map

- - - River Meander Boundaries
- - - Wetland Boundaries
- - - Approximate Right-of-Way
(50 feet each side of roadway centerline)
- - - Figure 3 Site Plan Limits





STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE: 3/20/13	Figure 2



ELEVATION



PRELIMINARY PLAN

-  River Meander Limits
-  Active Channel Limits
-  Proposed Bridge Piers
-  Approximate Wetlands

STATE OF ALASKA
Department of Transportation and Public Facilities
Northern Region

Edgerton Highway
Lakina River Bridge Replacement
BR-0850(26)/63905

McCarthy, Alaska

DATE: 3/20/13

Figure 3

Class of Action Determination

Effinger, Robert A (DOT)

From: Peter.Forsling@dot.gov
Sent: Monday, November 14, 2011 9:39 AM
To: Effinger, Robert A (DOT)
Cc: Campbell, Bruce W (DOT); Schacher, Sarah E (DOT)
Subject: RE: Not 6004 Assigned RE: 63905 Edgerton Hwy Lakina River Bridge Replacement COA

Categories: Red Category

Concur, sorry for delay.

Peter J. Forsling

Statewide Structural Engineer & Northern Region Area Engineer

  Alaska Division  907-586-7427

Office 907-586-7418/Fax 907-586-7420

From: Effinger, Robert A (DOT) [<mailto:bob.effinger@alaska.gov>]
Sent: Monday, November 14, 2011 8:50 AM
To: Forsling, Peter (FHWA)
Cc: Campbell, Bruce W (DOT); Schacher, Sarah E (DOT)
Subject: FW: Not 6004 Assigned RE: 63905 Edgerton Hwy Lakina River Bridge Replacement COA

Pete,
Checking back on your concurrence with a CE (d)(3) class of action for this project. Thanks.

From: Campbell, Bruce W (DOT)
Sent: Friday, October 28, 2011 5:33 PM
To: Forsling, Peter (DOT sponsored)
Cc: Effinger, Robert A (DOT); Schacher, Sarah E (DOT)
Subject: FW: Not 6004 Assigned RE: 63905 Edgerton Hwy Lakina River Bridge Replacement COA

Pete,
Please concur that the subject project is a (d)(3) project.
Thanks,
Bruce

From: Effinger, Robert A (DOT)
Sent: Tuesday, October 25, 2011 8:34 AM
To: Campbell, Bruce W (DOT)
Cc: Schacher, Sarah E (DOT)
Subject: FW: Not 6004 Assigned RE: 63905 Edgerton Hwy Lakina River Bridge Replacement COA

Bruce,
DOT&PF Statewide has determined that this project is not assignable under 6004 since the project involves realignment of the highway approaches to accommodate the new bridge alignment.

While not assignable, we find the project is a Categorical Exclusion level of document under 23 CFR 771.117(d)(3). See project description on the attached Class of Action Form and associated figures.

Could you please forward this to FHWA requesting their concurrence with a Categorical Exclusion document call.

Thanks, Bob.

From: Heck, Linda K (DOT)
Sent: Monday, October 17, 2011 12:05 PM
To: Campbell, Bruce W (DOT)
Cc: White, Ben M (DOT); Effinger, Robert A (DOT); Schacher, Sarah E (DOT); Heck, Linda K (DOT); Price, Katherine E (DOT); Mulcahy, Laurie A (DOT); Forsling, Peter (DOT sponsored); 'Tim.Haugh@dot.gov'
Subject: Not 6004 Assigned RE: 63905 Edgerton Hwy Lakina River Bridge Replacement COA

Bruce,

Based on the information provided in the attached Class of Action Consultation Form that the Edgerton Hwy Lakina River Bridge Replacement project will involve roadway realignment in order to replace the damaged bridge, this project is **not** assignable under the 6004 assignment.

Under the September 2009 MOU for 6004, DOT&PF can only assume those projects specifically included in 23 CFR 771.117(c), 23 CFR 771.117(d), or in "Attachment 3" of the FHWA clarification letter dated August 19, 2009. Since this project involves roadway realignment (in order to replace the damaged bridge), which is an activity specifically clarified in Item #15 of "Attachment 3" as not being on either the "c" or "d" lists, this project would be excluded from assignment to the State under the September 2009 MOU for 6004.

I have copied FHWA with this email to inform them that this project will not be assigned to the State. If you have additional information that may change this determination, or any questions, please feel free to contact me.

Thank you,
Linda Heck



Linda Heck
NEPA Program Manager
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709
Phone: (907) 451-5295

From: Campbell, Bruce W (DOT)
Sent: Monday, October 17, 2011 11:34 AM
To: Heck, Linda K (DOT)
Cc: White, Ben M (DOT); Effinger, Robert A (DOT); Schacher, Sarah E (DOT)
Subject: 63905 Edgerton Hwy Lakina River Bridge Replacement COA

Linda,
Please review and approve the attached COA for Lakina River Bridge.

As an FYI item, I included one of the products distributed during M&O's emergency repair efforts. The photos show the damage to the bridge. Damage that should have caused the bridge to fail catastrophically. I find it helps understand where we are in this full replacement discussion.

I would also note that, for reasons I can't explain, the project includes the name "Edgerton Hwy" instead of McCarthy Road. Apparently the Edgerton also has CDS route designation for the length of McCarthy Road. I'm sure planners don't live for the sake of adding confusion to the name of projects, though it seems that way.

Class of Action Consultation Form



I. Project Information:

- 1. Project Name: Edgerton Highway Lakina River Bridge Replacement
- 2. Federal-aid Project Number: BR-0850(26)
- 3. AKSAS (State Project Number): 63905
- 4. List of attachments: Figure 1 - Location and Vicinity Map
Figure 2 - Aerial View
- 5. Project description:

This proposed project includes the following work items: 1) Replace the Lakina River Bridge on or near the existing alignment (the new bridge is anticipated to be placed upstream of the existing bridge, parallel and adjacent to the existing bridge), 2) Alter the bridge grade, span, and abutments to address hydraulic issues, 3) Modify the highway approaches to accommodate the new bridge.

II. Project Funding Information:

- 1. Is the project funded with Federal-aid Highway Program Funds? Yes No
- 2. Is the project is funded with federal funds other than Federal-aid Highway Program funds (FTA, FAA, BIA, etc.)? *If 'Yes', this project is not assignable under the 6004 MOU.* Yes No

III. CE Applicability:

1. 23 CFR 771.117(c)

- a. Is the action identified on the "c" list? *If no, skip to question III.2.* Yes No
- b. Identify the applicable action(s): **23 CFR 771.117(c)** ()
- c. Is this action covered by Programmatic Approval #1 contained in the DOT&PF Commissioner's "Programmatic Categorical Exclusions" memo dated 4/23/2009 as an action that does not require a CE Documentation Form? Yes No
 - *If yes, answer III.1.c.i and ii.*
 - *If no, a CE Documentation Form is required. Skip to section IV.*

i. Will the action involve significant environmental impacts? *If yes, the action cannot be approved as a Categorical Exclusion.* Yes No

ii. Does the following statement apply? Yes No

"The State has determined that the project has no significant impacts on the environment and that the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of title 23, United States Code, Section 326 and the MOU dated September 22, 2009 executed between the FHWA and the State."

- *If yes, no further documentation is required for the approval of "c" listed actions.*
- *If no, the action cannot be approved under the 6004 MOU.*

2. 23 CFR 771.117(d)

- a. Is the action identified on the "d" list? Yes No
- b. Identify the applicable action(s): **23 CFR 771.117(d) (3)**

- c. Is this action consistent with 23 CFR 771.117(d)(6) and does the project meet the conditions summarized in Programmatic Approval #3, contained in the DOT&PF Commissioner's "Programmatic Categorical Exclusions" memo dated 4/23/09, as an action that does not require a CE Documentation Form? Yes No
- If yes, answer III.2.c.i and ii.
 - If no, a CE Documentation Form is required. Skip to section IV.

- i. Will the action involve significant environmental impacts? If yes, the action cannot be approved as a Categorical Exclusion. Yes No


- ii. Does the following statement apply? Yes No
- "The State has determined that the project has no significant impacts on the environment and that the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of title 23, United States Code, Section 326 and the MOU dated September 22, 2009 executed between the FHWA and the State."
- If yes, no further documentation is required.
 - If no, the action cannot be approved under the 6004 MOU.

- IV. **Re-evaluation Applicability:** N/A
1. Is a written re-evaluation required for this project? Yes No
2. List dates of all environmental approvals for this project:

- V. **Class of Action Recommendation and Concurrence:** Check all that apply
1. **The project is 6004 assignable.** This action is identified as a "c" list action or as a "d" list example; AND currently no unusual circumstances are identified per 23 CFR 771.117(b). The project should proceed in accordance with Chapter 5 of the DOT&PF Environmental Procedures Manual.
2. **The project is not 6004 assignable, due to:**
- a. This action has a federal funding source in addition to the FHWA Federal-aid Highway Program.
 - b. This action is not specifically identified on the "c" list or in the "d" list examples.
 - c. FHWA guidance indicates this type of activity does not fall within the 6004 MOU.
 - d. Unusual circumstances exist per 23 CFR 771.117(b).

5. Recommended by:  Date: 10/17/11
 [Signature] Regional Environmental Manager

Bruce W. Campbell
 [Print Name] Regional Environmental Manager

6. Concurrence by:  Date: 10/17/11
 [Signature] Statewide NEPA Manager for 6004

Linda Heck

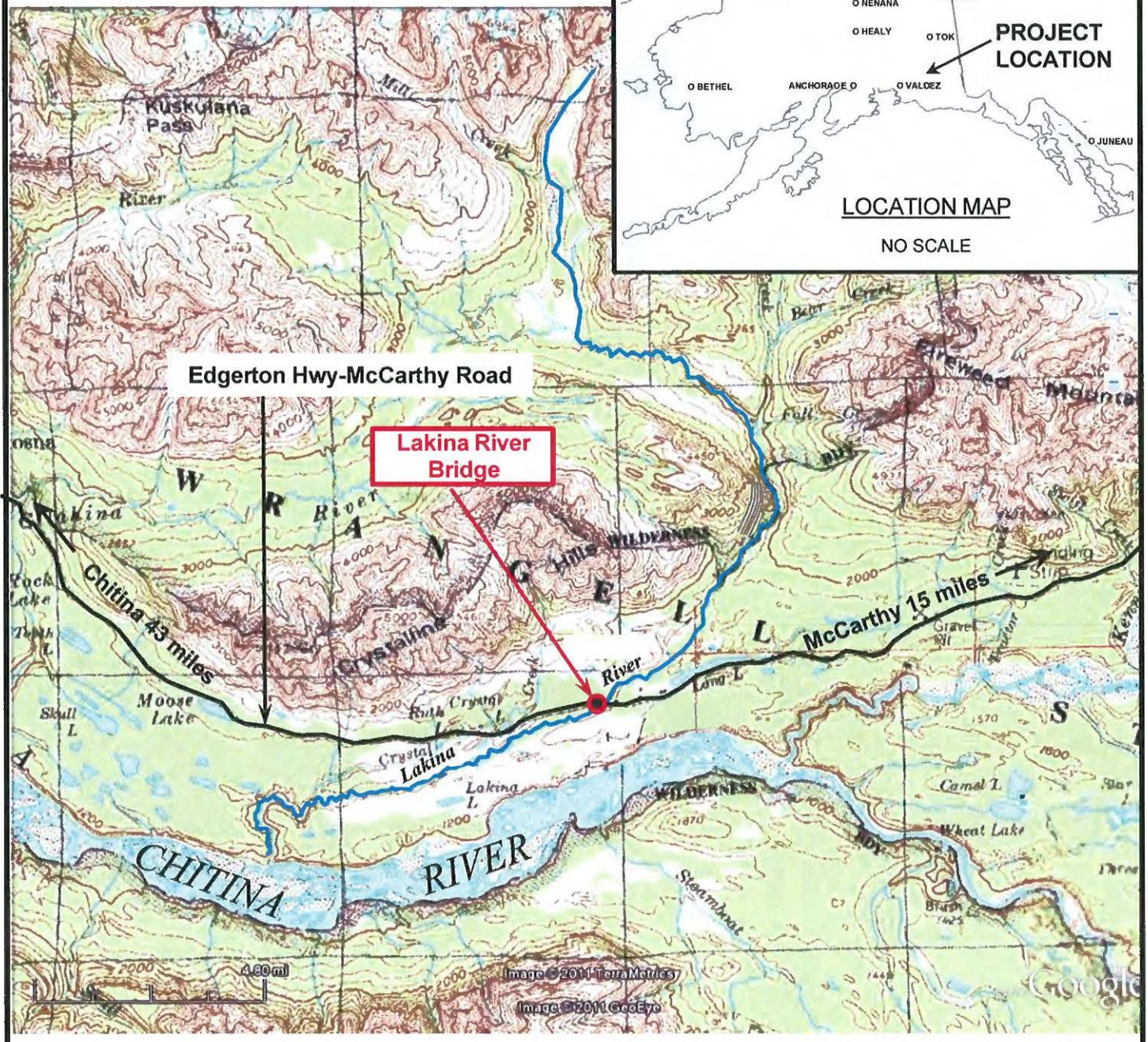
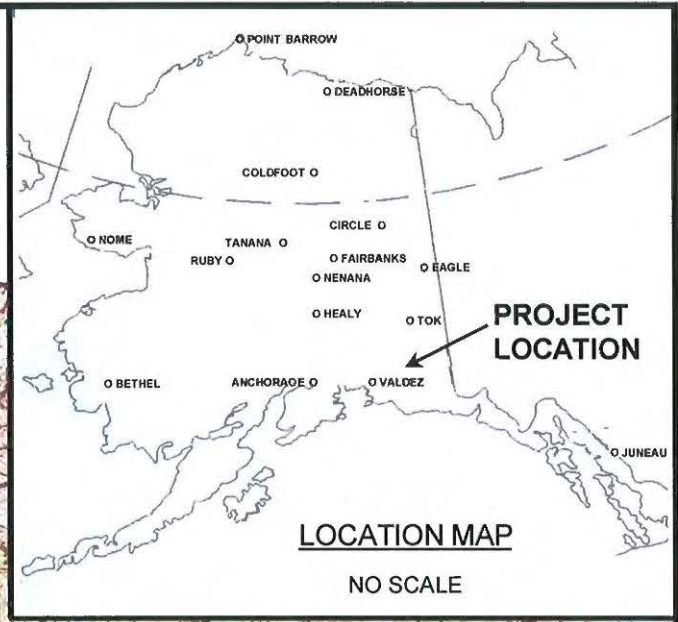
[Print Name] Statewide NEPA Manager for 6004

7. Comments: Northern Region finds this project to qualify as a Categorical Exclusion (CE) under 23 CFR 771.117 d(3). No unusual circumstances exist that would remove it from this qualification per Chapter 5, page 5-2, of the Alaska Environmental Procedures Manual.

Northern Region finds this project to be not assignable under 6004. The project involves a realignment of the highway. FHWA has communicated that CE projects that require highway realignment do not fall under the 6004 assignment.



1 inch ~ 3.2 miles



Location and Vicinity Map

T6S, R11E; Section 2
 USGS McCarthy B7
 Copper River Meridian

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE: 10/17/11	Figure 1



Aerial View

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE: 10/17/11	Figure 2

Section 106 Consultation

Section 106 Initiation Letter, Enclosures, Distribution List

Section 106 Findings Letter, Enclosures, Distribution List

Section 106 Findings SHPO Concurrence Letter



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

February 15, 2012

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
BR-0850(26)/63905

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to replace the Lakina River Bridge near MP 44 of McCarthy Road approximately 15 miles west of McCarthy, Alaska. The project is located within T6S, R11E, Section 2; and T4S, R8E Section 30; Copper River Meridian; United States Geological Survey (USGS Quad Maps McCarthy B7 and Valdez B1. The bridge coordinates are Latitude 61°22'28.57"N, Longitude -143°20'56.60"W (WGS 84). See Figure 1 for a project location map.

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

This proposed project includes the following work items:

1. replace the Lakina River Bridge (Bridge #1195) on or near the existing bridge alignment,
2. alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel,
3. modify the highway approaches as needed to accommodate the new bridge,
4. relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

Three existing material sites near the project are potential sites for contractor use. The contractor may elect to utilize these sites or other contractor-furnished material sites.

Study Area

The Section 106 Study Area for the proposed project consists of the areas listed below.

1. Road Corridor - (Figures 2, 3, and 4). A 100-foot wide corridor centered on the McCarthy Road centerline and extending from the Lakina River Bridge approximately 0.25 miles east and west. This area consists of the existing right-of-way and accommodates work items 1-4 listed under the project description above as well as potential temporary construction work described.
2. Upstream and Downstream - (Figures 3 and 4). 80 foot-wide strips beyond the existing right-of-way are included upstream and downstream of the bridge to provide additional work space in this area.
3. Northwest Hill Cut Area - (Figures 2 and 3). An approximately 225-foot wide by 80-foot long area is included northwest of the bridge to accommodate any necessary disturbance of the existing hillside cut slope descending to the roadway.
4. Material Sites – (Figures 3, 4, and 5). The boundaries of the Collins Material Site West, Collins Material Site East, and Kukulana Material Site (MS 850-008-5). These sites have potential to be utilized for material extraction to serve project needs.

The Study Area encompasses areas of potential direct effects from the project as described above. We do not anticipate that the project would have indirect visual effects. The land beyond the Study Area is largely undeveloped. The few structures present beyond the Study Area are and will remain visually screened from the project by dense vegetation.

The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification and Evaluation Efforts

Information identified to date includes the following. Searches of the on-line Alaska Heritage Resources Survey (AHRs) database have found nine previously recorded cultural resources sites in the project vicinity as shown on Figures 3 through 5. One site, remnants of old wood trestle piles (XMC-218), is located within the Study Area immediately upstream of the current bridge and within the current right-of-way. See Figure 3. A second site, McCarthy Road itself, is in the Study Area.

Previous cultural resources survey reports in the project area have been reviewed. In the spring of 2006, Section 106 consultation was initiated for the McCarthy Road Improvements Project, an Environmental Impact Study (EIS) project. While the EIS project is no longer active, the cultural resource assessment work completed for the EIS project is relevant to the Lakina River Bridge Replacement project. As part of the EIS project, DOT&PF contracted to have a cultural resources survey completed along the McCarthy Road corridor. The Alaska Department of Natural Resources Office of History and Archaeology (OHA) completed a two volume report titled *Cultural Resources Survey Report*, and *Compendium: Cultural Resources Survey Report* in June of 2005. Hard copies of these reports were sent to your office on October 12, 2005. The reports identified 132 cultural resources sites. Eight of these sites are in the project vicinity, and one of the eight (XMC-218) is located within the project Study Area.

No National Register of Historic Places (NRHP) eligibility determinations were made by FHWA in connection with the EIS Project. However, in connection with a DOT&PF maintenance project (#62900) in 2008, eligibility determinations were made by FHWA on 70 of the 132 sites including XMC-218. XMC-218, the only site in the Lakina Bridge project Study Area, was determined by FHWA to be not eligible for the NRHP. SHPO concurred with this determination in a July 7, 2008 letter enclosed.

In that letter, State Historic Preservation Office (SHPO) requested that a second phase of cultural survey work be completed on certain material sites. The consulting firm HDR completed this work in October 2008, by surveying five material sites along McCarthy Road which were not previously surveyed within the EIS project corridor. HDR completed a two volume report for the material site surveys. The second volume, which is relevant to this project, is titled, *McCarthy Road Maintenance Project Potential Material Site Surveys; Cultural Resources Survey of Three Material Source Sites; Kuskulana MP 17, Collins (East and West) MP 44, and Swift Creek MP 56*. A hard copy of the report was sent to your office on June 23, 2010. As noted on pages 21 and 23 of the report, no cultural resources were identified at the material sites within the Study Area for the Lakina River Bridge project. These are the Collins Site (East and West) and the Kuskulana Site. SHPO concurred that the DOT&PF maintenance project (#62900) including the development of the material sites would result in no historic properties affected in their June 25, 2010 letter enclosed.

The combined boundaries of the two survey phases (EIS corridor and material sites) in the vicinity of the Lakina River Bridge project are shown on Figures 2 through 5. The previously surveyed areas encompass most of the project Study Area. Previous surveys revealed no National Register of Historic Places (NRHP) eligible properties within the Study Area for this project. Only a small portion of the proposed project's Study Area upstream and downstream of the Lakina River Bridge lies outside of the previously surveyed areas. See Figures 3 and 4. These outlying areas are within a dynamic streambed environment that undergoes substantial disturbance by river erosion. Given the nature of this area there is low potential for encountering cultural resources.

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance which is currently under development by FHWA, DOT&PF, and SHPO, a core group of Alaska roads has been identified which would be treated as eligible for the NRHP. McCarthy Road (XMC-495) has been included on this list. Effects to this treated-as-eligible property will be assessed in accordance with the Interim Guidance in a subsequent findings letter.

The Lakina River Bridge itself is within the project's Study Area and has neither been identified nor evaluated as a potential historic property during previous cultural resources studies. This may be due to its recent and partial relocation. The bridge, constructed in 1942 at an unknown location, has been moved twice; once in 1958/59 and again, in part, in 1981 to its current location. A determination of eligibility is proposed to be completed for the bridge.

No further archaeological survey is proposed for this project, given the negative results of previous surveys within the Study Area and the low potential for encountering archaeological resources in the neighboring un-surveyed streambed portions of the Study Area.

Consultation Efforts

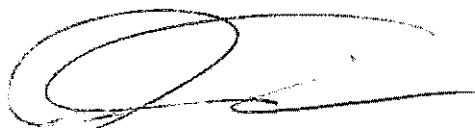
Consultation letters are being mailed to the National Park Service, Ahtna Incorporated, Chitina Native Corporation, and the Native Village of Chitina.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at (907) 586-7427, or by e-mail at peter.forsling@dot.gov. However, I encourage you to include the DOT&PF Regional Environmental Manager so that your comments and concerns may be immediately directed to project development. The point of contact is:

Bruce Campbell - Regional Environmental Manager
Alaska Department of Transportation and Public Facilities
2301 Peger Road, Fairbanks, Alaska 99709
(907) 451-2238
bruce.campbell@alaska.gov

We request your input on our proposal so that we can incorporate your concerns into project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Peter Forsling
Structural/Northern Region Engineer

Enclosures:

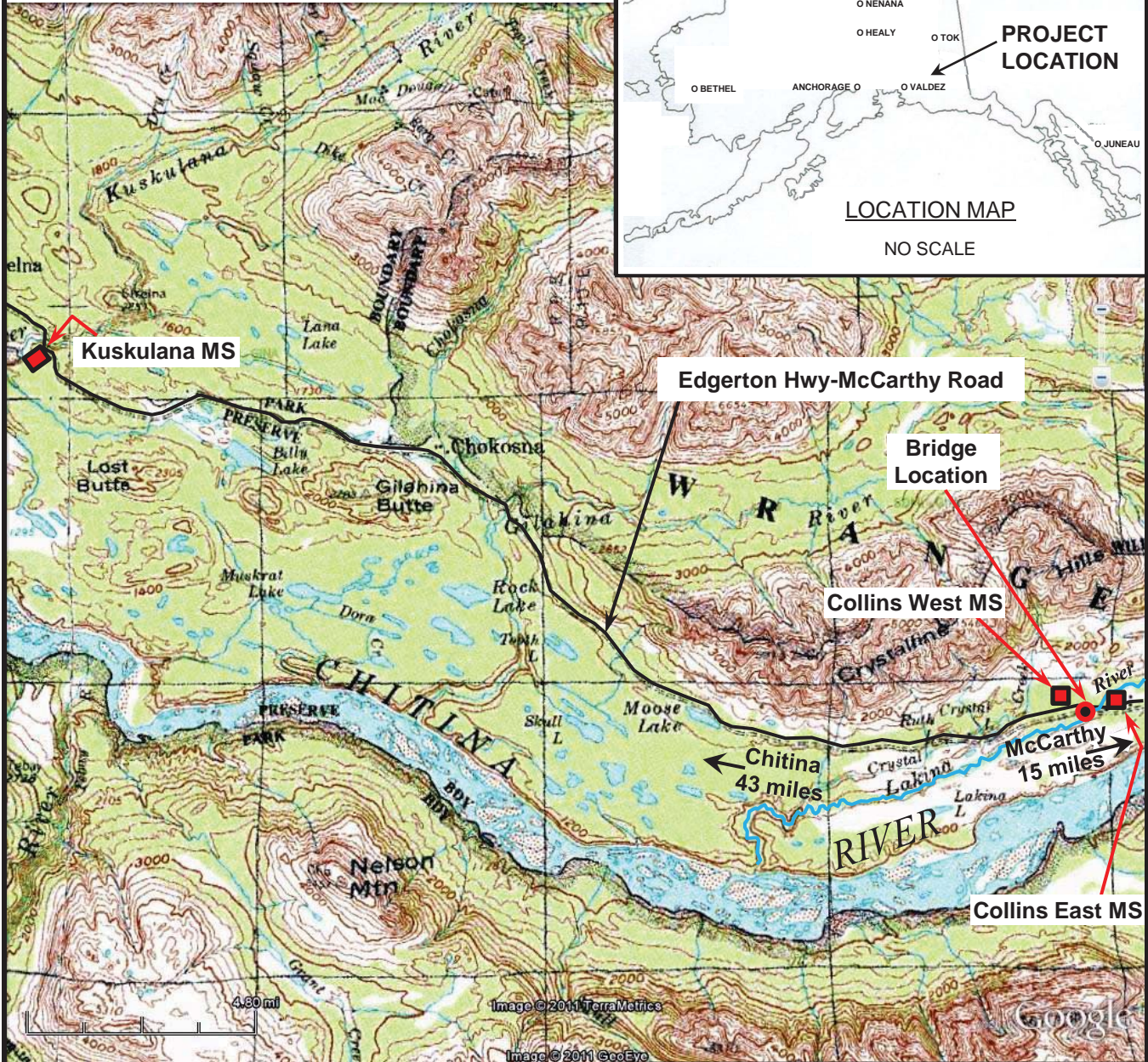
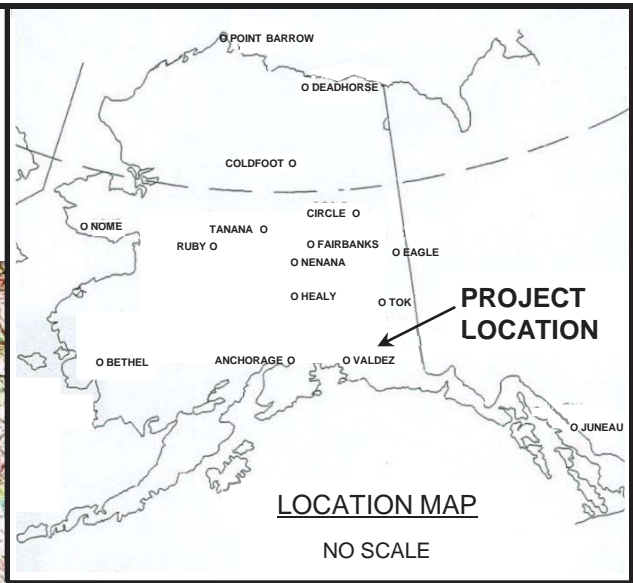
Figure 1 – Location Map
Figure 2 – Section 106 Study Area West of Bridge
Figure 3 – Section 106 Study Area at Bridge Crossing
Figure 4 – Section 106 Study Area East of Bridge
Figure 5 – Section 106 Study Area - Kuskulana Material Site
SHPO Concurrence Letter 7/7/2008 – McCarthy Road Improvements EIS
SHPO Concurrence Letter 6/25/2010 – Material Sites

Electronic cc w/ enclosures:

Sarah Schacher, P.E., DOT&PF, Northern Region Project Manager
Bruce Campbell, DOT&PF, Northern Region Environmental Manager
Kathy Price, DOT&PF, Statewide Cultural Resources Specialist



1 inch ~ 2900 feet



Location and Vicinity Map

T6S, R11E; Section 2
 USGS McCarthy B7
 T4S, R8E; Sections 30
 USGS Valdez B1
 Copper River Meridian

STATE OF ALASKA
 Department of Transportation and Public Facilities
 Northern Region

Edgerton Highway
 Lakina River Bridge Replacement
 BR-0850(26)/63905

McCarthy, Alaska

DATE: 12/12/11

Figure 1 of 5

NOTE: AHRS Site locations on the original figure have been removed for confidentiality

Collins Material Site - West

Northwest Hill Cut Area

Lakina River

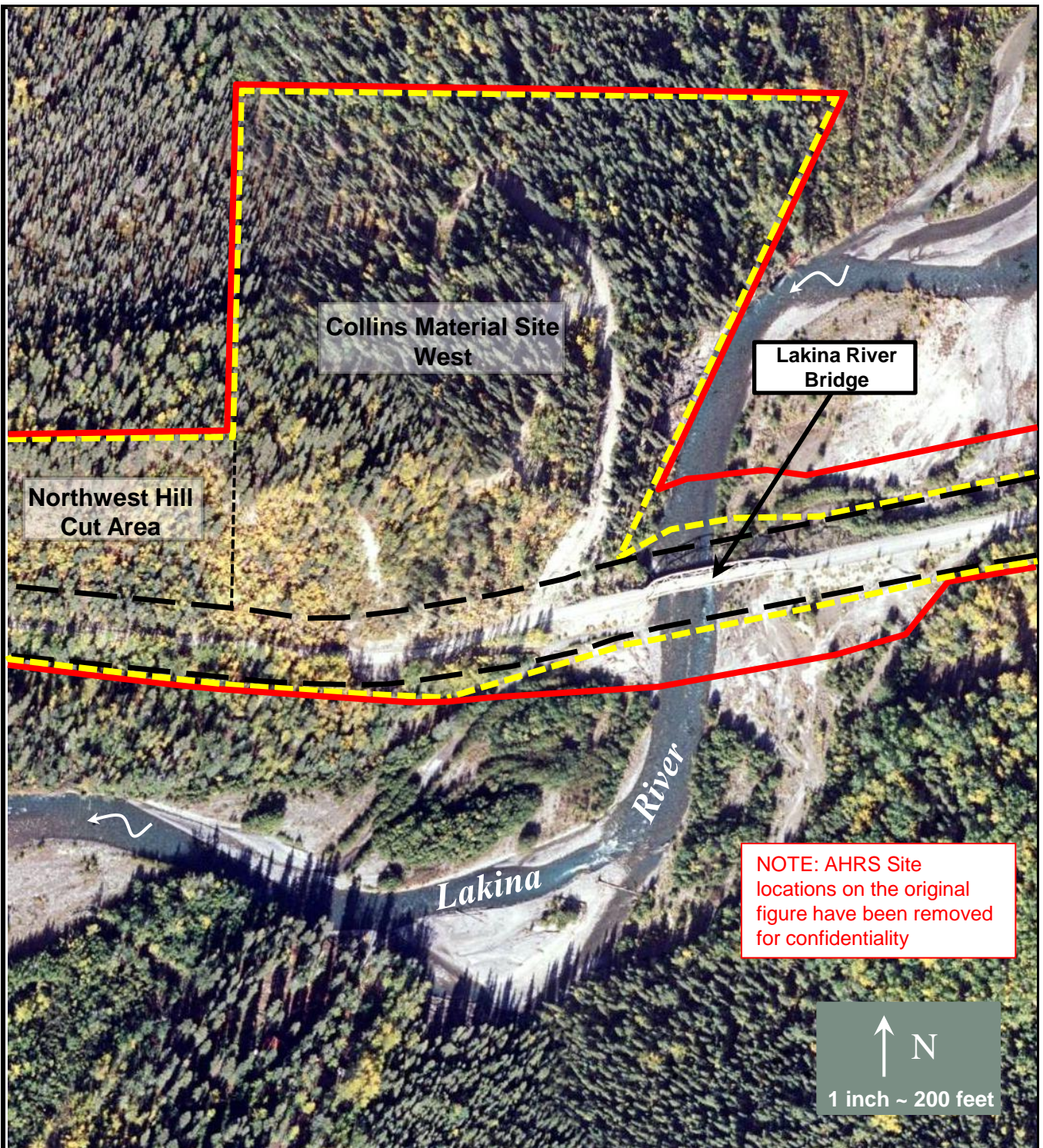
↑ N
1 inch ~ 200 feet

SECTION 106 STUDY AREA WEST OF BRIDGE





- Previously Surveyed Area
- Project Study Area
- - - Approximate Right-of-Way (50 feet each side of roadway centerline)

STATE OF ALASKA
Department of Transportation and Public Facilities
Northern Region
Edgerton Highway
Lakina River Bridge Replacement
BR-0850(26)/63905
McCarthy, Alaska

DATE: 12/12/11 Figure 2 of 5



**SECTION 106 STUDY AREA
AT BRIDGE CROSSING**

-  AHRS Site
-  Previously Surveyed Area
-  Project Study Area
-  Approximate Right-of-Way
(50 feet each side of roadway centerline)

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE:	12/12/11
Figure 3 of 5	







Lakina River
Bridge

Collins Material Site
East

NOTE: AHRS Site
locations on the original
figure have been removed
for confidentiality

↑ N
1 inch ~ 200 feet

**SECTION 106 STUDY AREA
EAST OF BRIDGE**

-  AHRS Site
-  Previously Surveyed Area
-  Project Study Area
-  Approximate Right-of-Way
(50 feet each side of roadway centerline)

STATE OF ALASKA
Department of Transportation and Public Facilities
Northern Region

Edgerton Highway
Lakina River Bridge Replacement
BR-0850(26)/63905

McCarthy, Alaska

DATE: 12/12/11

Figure 4 of 5






NOTE: AHRS Site locations on the original figure have been removed for confidentiality

SECTION 106 STUDY AREA
Kuskulana Material Site



1 inch ~ 500 feet

-  AHRS Sites
-  Previously Surveyed Area
-  Project Study Area

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE:	12/12/11
	Figure 5 of 5

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

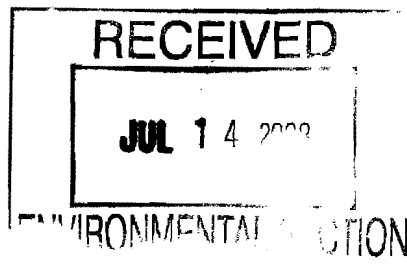
OFFICE OF HISTORY AND ARCHAEOLOGY

SARAH PALIN, GOVERNOR

550 W. 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3566
PHONE: (907) 269-8721
FAX: (907) 269-8908

July 7, 2008

File No.: 3130-1R FHWA
3330-6 XMC-217
3330-6N VAL, XMC
3330-6P VAL-357



SUBJECT: McCarthy Road Maintenance Improvement Program
Project No. 62900

Peter Forsling
Northern Region Liaison
Federal Highway Administration
Alaska Division
P. O. Box 21648
Juneau, AK 99802

Dear Mr. Forsling,

The Alaska State Historic Preservation Office has reviewed your correspondence regarding the referenced project (received June 18, 2008) under Section 106 of the National Historic Preservation Act. We agree with all of your findings regarding eligibility except for one. We **concur** with your finding that XMC-217 (Crystal Lake Archaeology Site) is eligible for the National Register under criterion D. We also **concur** that the following properties are not eligible for inclusion to the National Register of Historic Places:

AHRS Number	AHRS Number	AHRS Number
VAL- 479	XMC- 210	VAL- 481
VAL- 333	XMC- 211	VAL- 354
VAL- 334	XMC- 212	XMC- 197
VAL- 335	XMC- 433	XMC- 432
VAL- 336	XMC- 216	XMC- 435
VAL- 337	XMC- 218	XMC- 230
VAL- 074	XMC- 223	XMC- 226
VAL- 351	XMC- 222	XMC- 234
VAL- 352	XMC- 227	XMC- 241

VAL- 475	XMC- 229
VAL- 353	XMC- 231
XMC- 179	XMC- 437
XMC- 180	XMC- 232
XMC- 182	XMC- 233
XMC- 183	XMC- 262
XMC- 184	XMC- 235
XMC- 185	XMC- 032
XMC- 186	XMC- 236
XMC- 187	XMC- 238
XMC- 188	XMC- 239
XMC- 190	XMC- 240
XMC- 193	XMC- 242
XMC- 196	XMC- 436
XMC- 198	XMC- 243
XMC- 202	XMC- 244
XMC- 204	XMC- 114
XMC- 205	XMC- 245
XMC- 206	XMC- 246
XMC- 208	XMC- 247
XMC- 209	XMC- 248

We **do not concur** that VAL-357 (Nugget Creek/Kuskulana Trail) is not eligible for the National Register based on the information provided. We find that the trail is significant under criterion A. It was the only access to the mining claims in the Kuskulana River drainage in the early 20th century. Although the historic integrity of the trail may be compromised at its terminus with the road, VAL-357 likely retains historic integrity throughout the remainder of the trail. We need additional documentation (photographs, physical description) of its condition to determine this.

We **do not concur** with your finding of no historic properties affected. According to your letter, all ten possible material sites except for Rowlands and a portion of Woods are within the area of potential effect for the McCarthy Road EIS Project, implying that they have undergone an archaeological survey. In comparing Figures 3A through 3J with previously submitted archaeological survey reports¹ however, it appears only Kotsina, Woods and Esker Ridge have been previously surveyed by an archaeologist; the following material sites have not:

- Kuskulana
- Crystal Lake
- Collins (West and East)

¹ *Cultural Resources Survey Report for the Relocation of the McCarthy Road (Project No. 66008)* by Rolfe Buzzell (June 2005)

Compendium: Cultural Resources Survey Report for the Relocation of the McCarthy Road (Project No. 66008) by Rolfe Buzzell (June 2005)

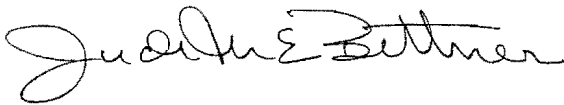
Cultural Resources Survey for the West McCarthy Area, for the Relocation of the McCarthy Road (Project No. 66008) by Rolfe Buzzell (April 2007)

- Long Lake
- Swift Creek
- Rowlands
- Kennicott

Due to the high potential for historic properties in the project area, we recommend that these seven material sites be archaeologically surveyed. If cultural resources are encountered during the survey, further consultation with our office will be necessary to assess significance of the find and if necessary, ways to avoid or mitigate adverse effects to the resources.

Please contact Stefanie Ludwig at 269-8720 if you have any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:sll

Cc: Laurie, Mulcahy, DOT&PF HQ, Environmental Coordinator
Bruce Campbell, DOT&PF Northern Region, Regional Environmental Coordinator

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

550 WEST 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565

PHONE: (907) 269-8721

FAX: (907) 269-8908

June 25, 2010

File No.: 3130-1R FHWA
3330-6 XMC-252 / VAL-357

Laurie Mulcahy
Cultural Resources Manager
DOT&PF Statewide Design and Engineering Services Division
5800 E. Tudor Road
Anchorage, AK 99507-1286

Subject: McCarthy Road Maintenance Improvement Program MP 3-59

Dear Ms. Mulcahy:

We received your letter June 23, 2010 regarding the referenced project. We reviewed this undertaking for potential impacts to historic and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. We concur with your finding that XMC-252/VAL-357 is eligible for listing in the National Register of Historic Places under Criteria A at the local level for providing the only access to mining claims in the Kuskulana River drainage in the early 20th century. The period of significance is 1908 to 1938 and the areas of significance are transportation and mining.

We concur that the integrity of XMC-252/VAL-357 is compromised at its terminus with McCarthy Road and that this portion of the trail does not contribute to the property's significance. We concur no historic properties will be affected by this project.

Please contact Tracie Krauthoefer at 269-8722 if you have any questions or need further assistance.

Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:tak

Section 106 Initiation Letter
Distribution List

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Mr. Ronald Mahle
President
Native Village of Chitina
P.O. Box 31
Chitina, AK 99566

Ms. Michele Jespersion
Cultural Resources Management Specialist
National Park Service-Wrangell-St. Elias National Park/Preserve
P.O. Box 439
Copper Center, AK 99573

Mr. Ken Johns
President/CEO
Ahtna Incorporated
P.O. Box 649
Glennallen, AK 99588

Ms. Anne Thomas
President
Chitina Native Corporation
P.O. Box 3
Chitina, AK 99566



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

November 27, 2012

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
BR-0850(26)/63905

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501

Dear Ms. Bittner:

The Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to replace the Lakina River Bridge near MP 44 of McCarthy Road approximately 15 miles west of McCarthy, Alaska. The project is located within T6S, R11E, Section 2; and T4S, R8E Section 30; Copper River Meridian; United States Geological Survey Quad Maps McCarthy B7 and Valdez B1. The bridge coordinates are Latitude 61°22'28.57"N, Longitude -143°20'56.60"W (WGS 84). See Figure 1 for a project location map.

Pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act, the FHWA finds no adverse effect on historic properties by the proposed project.

Project Description

This proposed project includes the following work items:

1. replace the Lakina River Bridge (Bridge #1195) on or near the existing bridge alignment,
2. alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel,
3. modify the highway approaches an estimated 3-5 feet vertically, 15-20 feet horizontally to accommodate the new bridge,
4. relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

Two existing material sites near the project are potential sites for contractor use. The contractor may elect to utilize these sites or other contractor-furnished material sites.

Area of Potential Effect

The Section 106 Area of Potential Effect (APE) for the proposed project consists of the areas listed below.

1. Road Corridor - (Figures 2, 3, and 4). A 100-foot wide corridor centered on the McCarthy Road centerline and extending from the Lakina River Bridge approximately 0.25 miles east and west. This area consists of the existing right-of-way and accommodates work items 1-4 listed under the project description above as well as potential temporary construction work described.
2. Upstream and Downstream - (Figures 3 and 4). 80 foot-wide strips beyond the existing right-of-way are included upstream and downstream of the bridge to provide additional work space in this area.
3. Northwest Hill Cut Area - (Figures 2 and 3). An approximately 225-foot wide by 80-foot long area is included northwest of the bridge to accommodate any necessary disturbance of the existing hillside cut slope descending to the roadway.
4. Southwest and Southeast Fill Areas - (Figures 2 and 3). 50-foot wide strips of land extending beyond the existing right-of-way to accommodate new fill slopes for roadway widening.
5. Potential Channel Alteration Area - (Figure 3). An approximately 2 acre area surrounding the downstream river channel to provide for channel alteration work that may be needed for construction operations on the west bridge approach.
6. Material Sites - (Figures 3, 4, and 5). The boundaries of the Kuskulana Material Site (MS 850-008-5) and Collins West Material Site. These sites have potential to be utilized for material extraction to serve project needs.

The APE encompasses areas of potential direct effects from the project as described above. We do not anticipate that the bridge replacement project would have indirect visual effects. The land beyond the APE is largely undeveloped. The few structures present beyond the APE are and will remain visually screened from the project by dense vegetation.

The APE has been adjusted slightly from the study area originally proposed in our initiation of consultation on February 12, 2012, in response to consultation comments and project refinement. Your office replied to FHWA's initiation of consultation on this project on March 09, 2012, with a comment that FHWA may wish to consider whether a reported cemetery site (XMC-256) on a knoll-top near Collins East Material Site had potential to be affected by the project (Figure 4). The Collins East Material Site has since been removed from the project proposal and APE. As a result XMC-256 is well outside the revised project APE boundary and unaffected by the project proposal. Two areas have also been added to the previously presented study area. These additions are indicated as items # 4 and 5, above.

Identification and Evaluation Efforts

Alaska Heritage Resources Survey

Searches of the on-line Alaska Heritage Resources Survey (AHRS) database, most recently on September 12, 2012, have found ten recorded cultural resources sites in the project vicinity as shown on Figures 3 through 5. One site, remnants of old wood trestle piles (XMC-218), is located within the APE immediately upstream of the current bridge and within the current right-of-way. See Figure 3. Two additional sites, McCarthy Road itself (XMC-495) and the Lakina River Bridge (XMC-491) are also in the APE.

Previous Cultural Resources Surveys

Previous cultural resources survey reports in the project area have been reviewed. In the spring of 2006, Section 106 consultation was initiated for the McCarthy Road Improvements Project, an Environmental Impact Study (EIS) project. While the EIS project is no longer active, the cultural resource assessment work completed for the EIS project is relevant to the Lakina River Bridge Replacement project. As part of the EIS project, DOT&PF contracted to have a cultural resources survey completed along the McCarthy Road corridor. The Alaska Department of Natural Resources Office of History and Archaeology (OHA) completed a two volume report titled *Cultural Resources Survey Report*, and *Compendium: Cultural Resources Survey Report* in June of 2005. Hard copies of these reports were sent to your office on October 12, 2005. The reports identified 132 cultural resources sites. Eight of these sites are in the project vicinity, and one of the eight (XMC-218) is located within the project APE.

No National Register of Historic Places (NRHP) eligibility determinations were made by FHWA in connection with the EIS Project. However, in connection with a DOT&PF maintenance project (#62900) in 2008, eligibility determinations were made by FHWA on 70 of the 132 sites including XMC-218. XMC-218, the only site in the Lakina Bridge project APE, was determined by FHWA to be not eligible for the NRHP. The State Historic Preservation Officer (SHPO) concurred with this determination on July 7, 2008.

In that letter, SHPO requested that a second phase of cultural survey work be completed on certain material sites. The consulting firm HDR completed this work in October 2008 by surveying five material sites along McCarthy Road which were not previously surveyed within the EIS project corridor. HDR completed a two volume report for the material site surveys. The second volume, which is relevant to this project, is titled, *McCarthy Road Maintenance Project Potential Material Site Surveys; Cultural Resources Survey of Three Material Source Sites; Kuskulana MP 17, Collins (East and West) MP 44, and Swift Creek MP 56*. A hard copy of the report was sent to your office on June 23, 2010. No cultural resources were identified at the material sites within the APE for the Lakina River Bridge project.

A third relevant survey was completed by OHA in September 1996. A copy of the report titled, *Supplementary Report; 1996 Cultural Resources Survey for an All-Purpose Trail to Parallel the Proposed Reconstruction of the McCarthy Road* (Buzzell/OHA 1997), is on file at OHA. The surveyed area overlaps the Lakina Bridge APE southwest of the bridge (Buzzell 1997:14). This overlap area is labeled "Southwest Fill Area" on Figure 2. No cultural resources sites were identified within or near the Southwest Fill Area during this survey.

The combined boundaries of the three cultural surveys (EIS corridor, material sites, and multipurpose trail) within the APE of the Lakina River Bridge project are shown on Figures 2 through 5. The previously surveyed areas encompass most of the project APE. Previous surveys revealed no NRHP eligible properties within the APE for this project. Portions of the project's APE upstream and downstream of the Lakina River Bridge lie outside of the previously surveyed areas. See Figures 3 and 4. These outlying areas are within a dynamic streambed environment that undergoes substantial disturbance by river erosion. Given the nature of this area there is low potential for encountering cultural resources.

Treated-as-Eligible Roads

Under the Alaska Historic Roads Programmatic Agreement (PA) Interim Guidance, a core group of Alaska roads has been identified which would be treated as eligible for the NRHP. McCarthy Road (XMC-495) has been included on this list. McCarthy Road was originally a rail bed for the Copper River and Northwestern railway, constructed between 1907 and 1911 to access copper ore deposits for mining purposes. The rail was abandoned in 1938 and the corridor was first graded as a road in the 1960's. Full vehicle access was provided in 1973 to allow access to the McCarthy/Kennecott area for local residents and increasingly for recreational users.

Lakina River Bridge

The Lakina River Bridge itself (XMC-491) is within the project's APE and was neither identified nor evaluated as a potential historic property during previous cultural resources studies. It is not considered a component of the treated-as-eligible McCarthy Road under the Alaska Historic Roads PA. Therefore DOT&PF completed a determination of eligibility for the bridge, enclosed.

The bridge is a steel camelback through truss structure, originally constructed in 1943 on the Richardson Highway as part of the effort to upgrade that highway to military standards. It has been dismantled and moved twice, most recently to the Lakina River crossing in 1981. DOT&PF concluded that the bridge would not be eligible for the NRHP under Criteria A, B, or D. DOT&PF also considered the structure's eligibility under Criterion C for engineering significance as an example of the steel camelback truss type, and determined that it lacks sufficient integrity as a moved structure under Criteria Consideration B. FHWA agrees with the DOT&PF recommendation and finds the Lakina River Bridge not eligible for the NRHP.

Archaeological Survey

No further archaeological survey was completed for this project, given the negative results of previous surveys within the APE and the low potential for encountering archaeological resources in the neighboring un-surveyed streambed portions of the APE.

Finding of Effect

No historic properties other than the treated-as-eligible McCarthy Road (XMC-495) are found within the APE. No known archaeological sites are present within the APE, and the potential for encountering previously undiscovered sites is considered low. In assessing the effects of the project on McCarthy Road, FHWA has concluded the following, in consultation with your office on October 02, 2012.

Road features that would be affected by the project are not part of the original railbed/road route but are later alterations. The road alignment, approaches, bridge types and bridge lengths at this river crossing have frequently changed. The original railroad wood trestle bridge at Lakina River was used for vehicle traffic until 1963 and was replaced by a steel bailey bridge in 1971, a timber trestle bridge in 1973, and the current bridge in 1981. The current bridge is not associated with any documented significant historic context for McCarthy Road, and has not gained historic significance in its present location. Its removal would not alter any potentially historic characteristics of the road.

The proposed action would not change the character of the road's use, nor the rural, wilderness character of the setting. The new bridge would not introduce visual, audible, or atmospheric elements that are inconsistent with the character of the road. The replacement bridge is anticipated to be a bulb-tee concrete girder bridge. This type of bridge has no overhead component but rather has a low visual profile. Its elements are near the road grade thus keeping with earlier conditions at this river crossing. If another bridge type is selected it would be similar in visual appearance, the main difference being that the below-deck girders would be steel rather than concrete. Project work may include minor road realignment to accommodate the new bridge. Such realignment is characteristic of the road in this location.

Consequently, FHWA finds that no historic properties would be adversely affected by the proposed project.

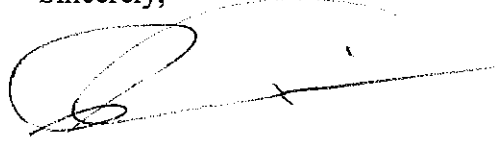
Consultation Efforts

Consultation initiation letters were sent on February 12, 2012, to the National Park Service (NPS), Ahtna Incorporated, Chitina Native Corporation, and the Native Village of Chitina. No places of traditional religious or cultural importance or other historic properties were identified in response. Responses were received from the SHPO (March 09, 2012), the NPS (March 13, 2012), and the Chitina Native Corporation (March 22, 2012) and are enclosed. The following items have been addressed as requested.

1. Project effects to McCarthy Road have been assessed in the "Finding of Effect" section of this letter. DOT&PF contacted Greg Biddle, National Park Service Cultural Resources Management Specialist in a June 19, 2012, phone conversation. He expressed agreement with our project finding of effect and our assessment of effects to McCarthy Road.
2. The McCarthy Area Council has been included in this ongoing consultation to gain any additional information concerning cultural resources in the APE.
3. The Chitina Native Corporation has been contacted (June 02, 2012) and their concern is limited to being updated and advised of the project with no specific resource concerns or information at this time.
4. Effects to Site XMC-495 have been considered. This site is near to the Collins East Material Site and potentially contains human remains. However, since earlier coordination, the Collins East Material Site has been removed from the project proposal and APE. As a result XMC-256 is well outside the revised project APE boundary and unaffected by the project proposal.

Please direct your concurrence or comments to me at the address above, by telephone at (907) 586-7427, or by e-mail at peter.forsling@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Forsling', written over a horizontal line.

Peter Forsling
Northern Region/Structural Engineer

Enclosures:

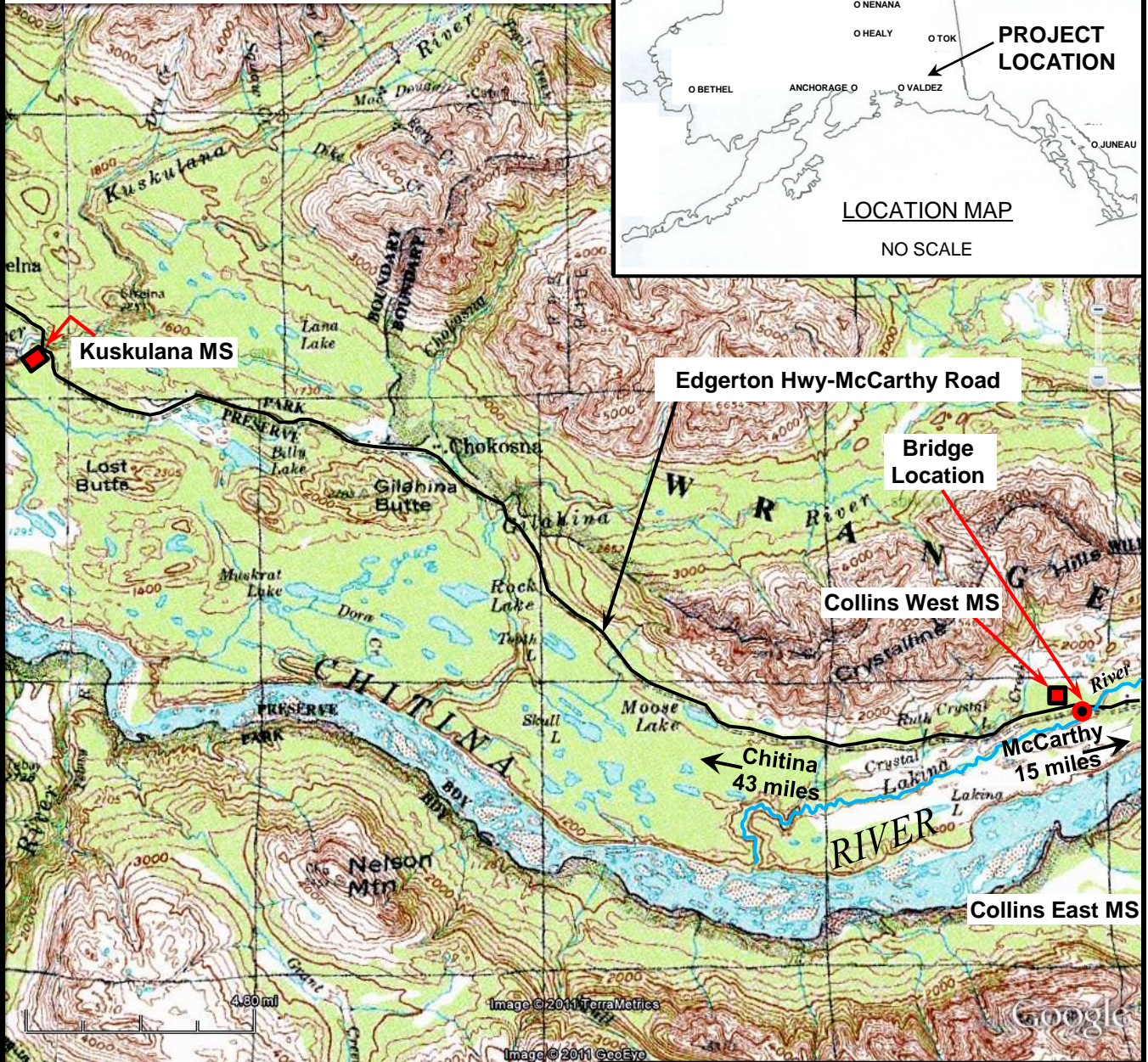
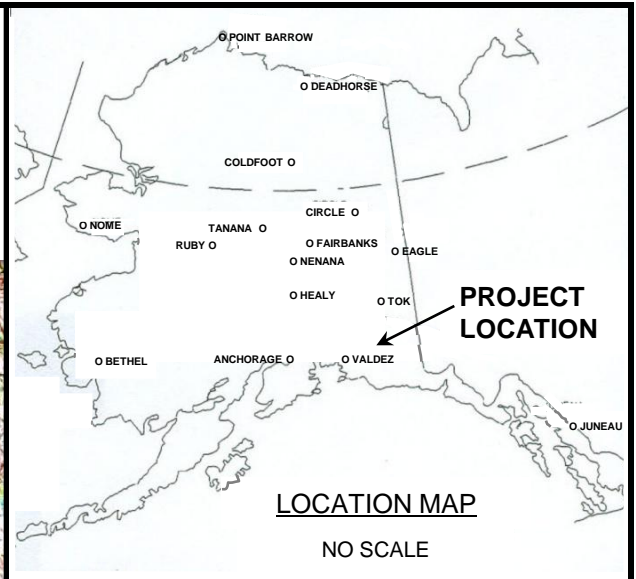
- Figure 1 – Location and Vicinity Map
- Figure 2 – Section 106 APE West of Bridge
- Figure 3 – Section 106 APE at Bridge Crossing
- Figure 4 – Section 106 APE East of Bridge
- Figure 5 – Section 106 APE - Kuskulana Material Site
- OHA Cultural Resources Report Coversheet
- Lakina River Bridge Replacement Determination of Eligibility
- SHPO Initiation Reply (March 09, 2012)
- NPS Initiation Reply (March 13, 2012)
- Chitina Native Corporation Reply (March 22, 2012)

Electronic cc w/o enclosures:

- Sarah Schacher, P.E., DOT&PF, Northern Region Project Manager
- Bruce Campbell, DOT&PF, Northern Region Environmental Manager
- Kathy Price, DOT&PF, Statewide Cultural Resources Specialist



1 inch ~ 2900 feet



Location and Vicinity Map

T6S, R11E; Section 2
 USGS McCarthy B7
 T4S, R8E; Sections 30
 USGS Valdez B1
 Copper River Meridian

STATE OF ALASKA
 Department of Transportation and Public Facilities
 Northern Region

Edgerton Highway
 Lakina River Bridge Replacement
 BR-0850(26)/63905

McCarthy, Alaska

DATE: 10/4/12

Figure 1 of 5

NOTE: AHRs Site locations on the original figure have been removed for confidentiality

Collins Material Site - West

Northwest Hill Cut Area

Southwest Fill Area

Multipurpose Trail Survey Area

Potential Channel Alteration Area

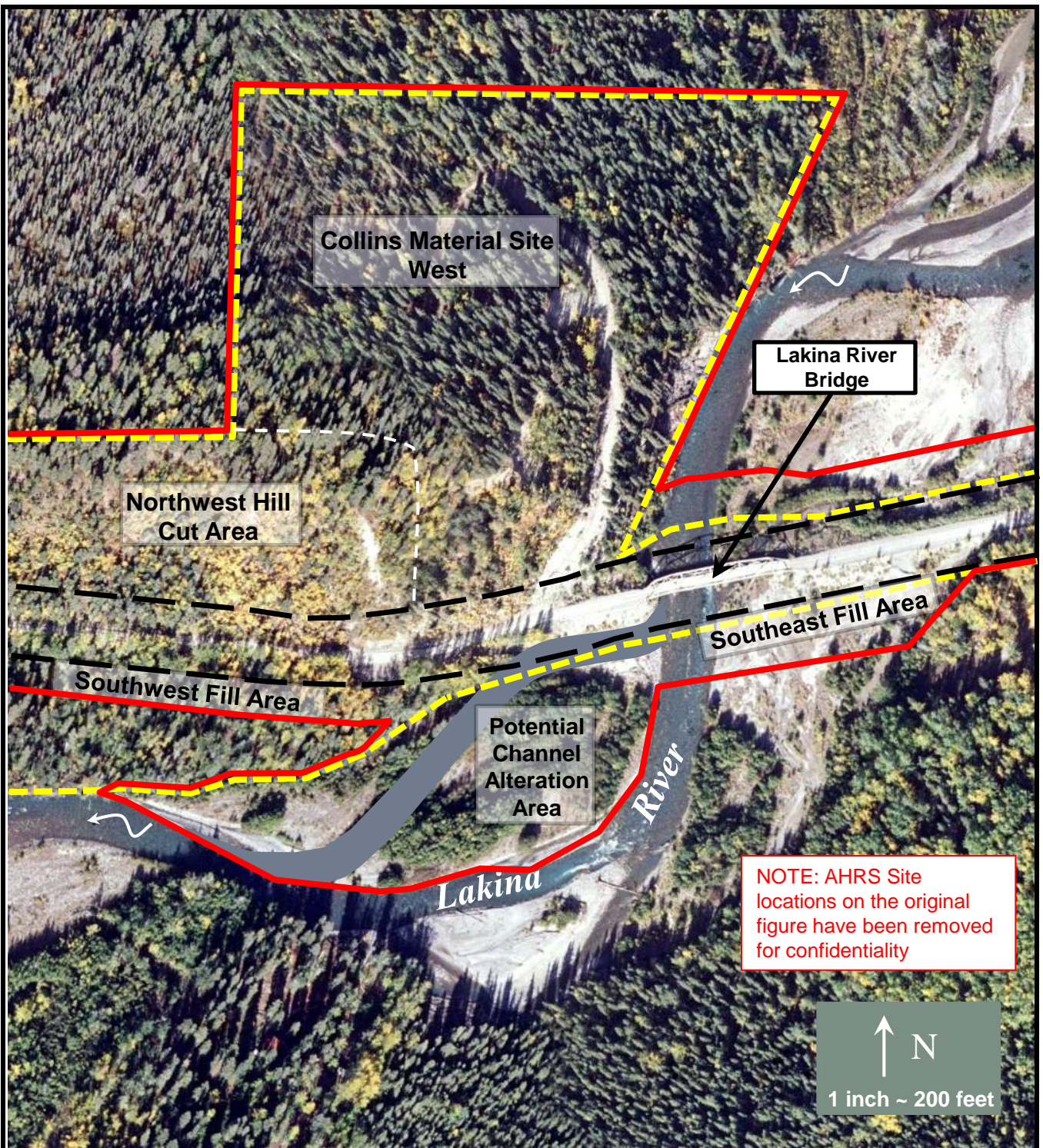
Lakina River

↑ N
1 inch ~ 200 feet

**SECTION 106 APE
WEST OF BRIDGE**

- - - Previously Surveyed Area
- Project APE
- Approximate Right-of-Way (50 feet each side of roadway centerline)

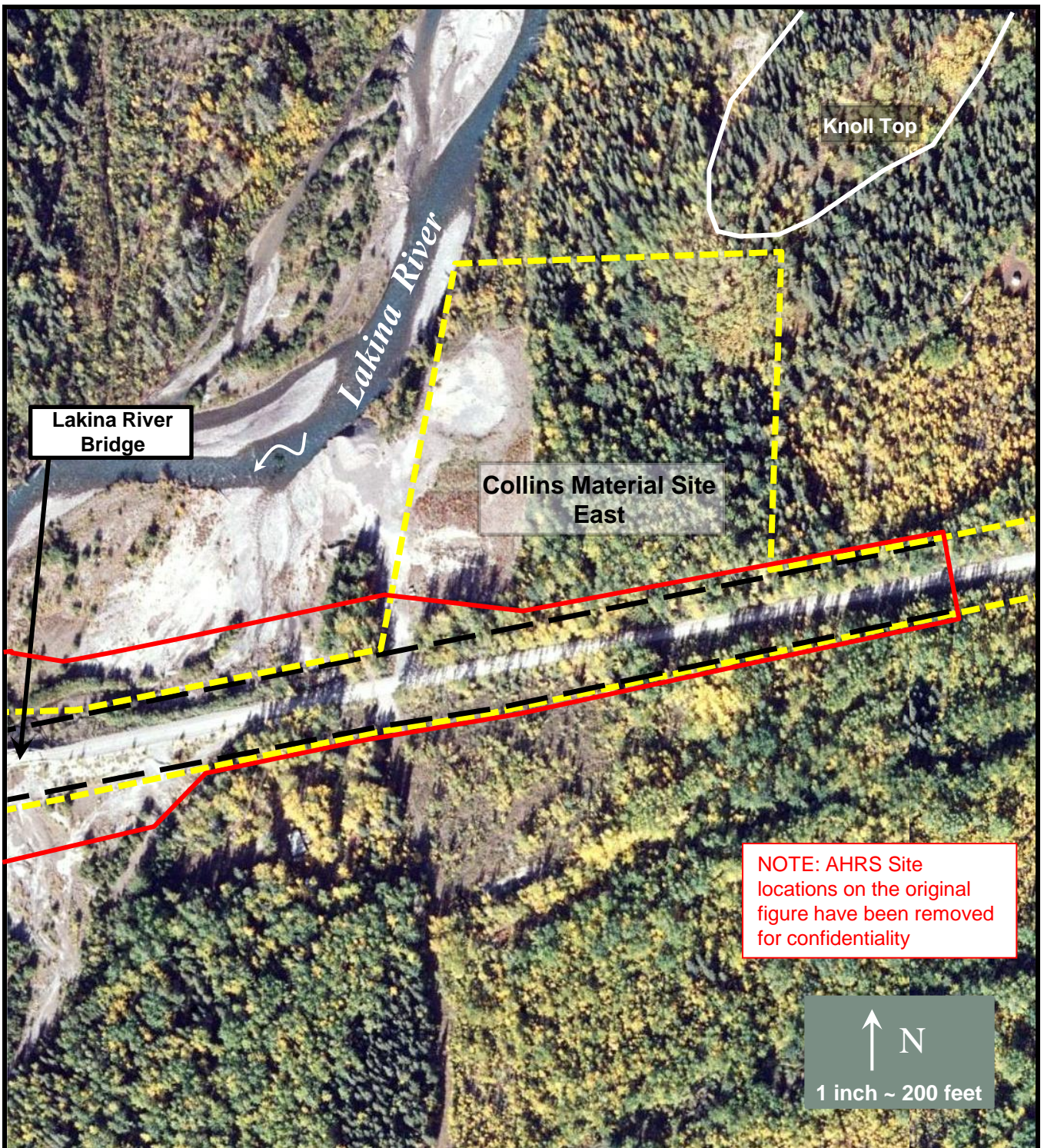
STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE: 10/4/12	Figure 2 of 5



**SECTION 106 APE
AT BRIDGE CROSSING**

- Previously Surveyed Area
- Project APE
- Approximate Right-of-Way
(50 feet each side of roadway centerline)

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE:	10/4/12
Figure 3 of 5	



SECTION 106 APE - EAST OF BRIDGE

- - - Previously Surveyed Area
- Project APE
- Approximate Right-of-Way
(50 feet each side of roadway centerline)

STATE OF ALASKA
Department of Transportation and Public Facilities
Northern Region

Edgerton Highway
Lakina River Bridge Replacement
BR-0850(26)/63905

McCarthy, Alaska

DATE: 10/4/12

Figure 4 of 5





NOTE: AHRS Site locations on the original figure have been removed for confidentiality

**SECTION 106 APE
Kuskulana Material Site**



1 inch ~ 500 feet

-  Previously Surveyed Area
-  Project APE

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE:	10/4/12
Figure 5 of 5	

Effinger, Robert A (DOT)

From: Campbell, Bruce W (DOT)
Sent: Friday, March 09, 2012 2:37 PM
To: Duvall, Shina A (DNR)
Cc: Price, Katherine E (DOT); Bittner, Judith E (DNR); Rickman, Summer L (DNR); Effinger, Robert A (DOT); Schacher, Sarah E (DOT); Woodcock, Jacob W (DOT)
Subject: RE: Replacement of the Lakina River Bridge near MP 44 of McCarthy Road, BR-0850(26)/63905

Thanks Shina,
Bruce

From: Duvall, Shina A (DNR)
Sent: Friday, March 09, 2012 1:40 PM
To: Campbell, Bruce W (DOT)
Cc: Price, Katherine E (DOT); Bittner, Judith E (DNR); Rickman, Summer L (DNR)
Subject: Replacement of the Lakina River Bridge near MP 44 of McCarthy Road, BR-0850(26)/63905

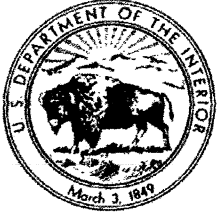
Dear Bruce,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated February 15, 2012) on February 17, 2012. We look forward to receiving forthcoming documentation, including the assessment of effects to the 'treated-as-eligible' McCarthy Road (XMC-495) and a determination of eligibility for the Lakina River Bridge. Regarding the proposed APE (referred to as the Study Area in the letter) and level of identification, it appears from the documentation provided that XMC-256 is located in close proximity to the proposed Collins Material Site East. It may be advisable to consider whether this site could be affected by the proposed undertaking and specifically whether there is a possibility for disturbance of human remains associated with the site.

Thank you for sending a Section 106 consultation initiation letter to our office. We are working to provide responses to these consultation initiation letters as often as possible so that we may acknowledge receipt and provide any additional applicable information. Please let me know if you have any additional questions.

Best regards,
Shina

Shina duVall, RPA
Archaeologist, Review and Compliance Coordinator
Alaska State Historic Preservation Office / Office of History and Archaeology
550 W. 7th Ave., Suite 1310
907-269-8720 (phone) 907-269-8908 (fax)
shina.duvall@alaska.gov



United States Department of the Interior

NATIONAL PARK SERVICE

Wrangell-St. Elias National Park/Preserve
Mile 106.8 Old Richardson Hwy. P.O. Box 439
Copper Center, AK 99573
907 822 5234 Fax 907 822 7216

Mr. Peter Forsling
Northern Region Liaison / Structural Engineer
Federal Highway Administration, Alaska Division
PO Box 21648
Juneau, Alaska 99802

Dear Mr. Forsling,

March 13, 2012

Thank you for your recent correspondence regarding the Alaska Department of Transportation and Public Facilities (ADOT & PF) and Federal Highway Administration's (FHWA) proposal to replace the Lakina River Bridge near MP 44 of the McCarthy Road (Project BR-0850(26)/63905). We at the park appreciate the opportunity to review the proposed project and to comment on FHWA's findings regarding cultural resources within the project areas.

In general, WRST agrees with the FHWA's findings regarding the eligibility of the sites within the project APEs and with the finding of No Historic Properties Affected. However, as noted in your letter, the McCarthy Road (designated by the Alaska Heritage Resources Survey as 49XMC-00495) itself is included in the core group of historic roads that are considered eligible for inclusion on the National Register of Historic Places (NRHP). We encourage ADOT&PF and FHWA to assess the impacts to the integrity of the McCarthy Road as an Historic Property: not only direct effects such as the bridge replacement (which could be mitigated through design to reflect the period of significance of the road), but also indirect and cumulative effects through associated activities and maintenance. These latter actions could impact the visual and character-defining elements of the road if not taken into account. We look forward to further consultation from your agency on these issues.

As an additional note, you might consider also consulting with the McCarthy Area Council in any planning that involves the McCarthy Road. They can be contacted via email at mccarthyareacouncil.secretary@gmail.com or regular mail at:

Tamara Harper, Secretary
McCarthy Area Council
PO Box MXY
Glennallen, Alaska 99588

Once again, thank you for the opportunity to review the project and provide comments. If you have any questions regarding these recommendations, please contact me at 907-822-7237 or Kenneth_Biddle@nps.gov.

Sincerely,

Greg Biddle
Cultural Resources Management Specialist

Project Consultation Options

Chitina Native Corporation

Project Name: **Edgerton Highway Lakina River Bridge Replacement**

Federal/State Project Numbers: **BR-0850(26)/63905**

Please check the appropriate response(s) from the list below and use the back of this form or additional sheets if you wish to make comments:

There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is not requested.

There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested.

Chitina Native Corporation will continue consultations for this proposed project directly with: **Bruce Campbell, DOT&PF Northern Regional Environmental Manager (contact information below).**

Chitina Native Corporation has no interest associated with this proposed project and further consultation is not required.

If you have chosen to do so, please indicate the manner in which you wish to continue consultation:

Mail:

Phone: 907-250-5373

Fax:

e-mail: anne2cando@yahoo.com

Other: (please describe)

Name of **Chitina Native Corporation** designated contact for this proposed project:

Anne Thomas
Please print

Phone: 250 5373

Signed: Anne Thomas
Ms. Anne Thomas, President

Date: 3-22-12

Please mail to: **Bruce Campbell, DOT&PF Northern Regional Environmental Manager, Alaska Department of Transportation and Public Facilities, 2301 Peger Road, Fairbanks, AK 99709**

Or, fax to: **Mr. Bruce Campbell, 907-451-5316**

Or, email to: **bruce.campbell@alaska.gov**

Section 106 Findings Letter
Distribution List

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Mr. Ronald Mahle
President
Native Village of Chitina
P.O. Box 31
Chitina, AK 99566

Mr. Greg Biddle
Cultural Resources Management Specialist
National Park Service-Wrangell-St. Elias National Park/Preserve
P.O. Box 439
Copper Center, AK 99573

Mr. Ken Johns
President/CEO
Ahtna Incorporated
P.O. Box 649
Glennallen, AK 99588

Ms. Anne Thomas
President
Chitina Native Corporation
P.O. Box 3
Chitina, AK 99566

Ms. Tamara Harper
Secretary
McCarthy Area Council
P.O. Box MXY
Glennallen, AK 99588

DEC Anti-degradation Coordination

Effinger, Robert A (DOT)

From: Ashton, William S (DEC)
Sent: Tuesday, March 05, 2013 3:58 PM
To: Effinger, Robert A (DOT)
Cc: Schacher, Sarah E (DOT)
Subject: RE: Interim Antidegradation Coordination - Edgerton Highway Lakina River Bridge, #63905

Bob,

Thank you for the submittal of information on the project referenced above in compliance with the Alaska Construction General Permit (ACGP) Part 2.1.5. After review of the information we determined that no further information is required to be submitted to be in compliance with Part 2.1.5.

In developing the SWPPP include a visual monitoring plan (see Part 7.4 of the ACGP) for the work immediately adjacent to the Lakina River. Include the results of the visual monitoring in the on-site SWPPP. The SWPPP does not need to be submitted to DEC (unless the total disturbance exceeds 5 acres). DOT may proceed with filling the NOI as you normally would on such a project.

If you have any further questions please contact me.

Thank you

William Ashton
Storm Water & Wetlands
Wastewater Discharge Authorization Program, Division of Water
Alaska Dept. of Environmental Conservation
555 Cordova St
Anchorage, AK 99501
ph 907-269-6283
william.ashton@alaska.gov

From: Effinger, Robert A (DOT)
Sent: Monday, March 04, 2013 4:36 PM
To: Ashton, William S (DEC)
Cc: Schacher, Sarah E (DOT)
Subject: Interim Antidegradation Coordination - Edgerton Highway Lakina River Bridge, #63905

Will,

Re: Interim Antidegradation Implementation Methods, 05.03.103, July 14, 2010.
DOT&PF Project: Edgerton Highway Lakina River Bridge, #63905

Please respond to this early consultation regarding analysis, if needed, for a McCarthy Road (Edgerton Highway) Lakina River Bridge replacement project. We anticipate that the SWPPP may indicate implementation of BMP's to prevent a potential discharge to the Lakina River and the downstream Chitina River within the Wrangell St. Elias National Preserve.

Water body description:

Lakina River is a glacially turbid river crossed by a one-lane overhead truss bridge on the McCarthy Road at approximate MP 44. The bridge is surrounded by a private land in-holding within the surrounding Wrangell St. Elias National Preserve. The Wrangell St. Elias National Park Boundary is located 3.5 miles upstream of the bridge crossing and 11 miles downstream on the south bank of the Chitina River. The attached Figures 1 and 2 depict the national preserve and park boundaries in relation to the bridge crossing. Figure 3 shows the roadway right-of-way and private land parcel (Collins) surrounding the bridge crossing. Figure 4 is an aerial photo of the river crossing. Also attached are upstream and downstream bridge photos from August 2012.

The Lakina River is a perennial braided stream that historically wanders within a sparsely vegetated gravel streambed approximately 500 feet wide at the bridge crossing. The primary source of the Lakina River is Lakina Glacier which descends from the Wrangell Mountain ice caps 18 miles upstream. Downstream, the river flows 10 miles before emptying into the Chitina River. Lakina River is considered a fish-bearing stream and an anadromous water. The river supports the presence and rearing of Coho and sockeye salmon and the presence of steelhead according to the Alaska Department of Fish and Game online fisheries catalog.

We have not received any public or agency comments indicating that the Lakina River has exceptional recreational or ecological significance. We do not have information that would support classifying the Lakina River as an outstanding national resource, tier 3 water body.

Project Description:

This proposed project includes the following work items: 1) replace the Lakina River Bridge (Bridge #1195) on or near the existing bridge alignment, 2) alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel 3) modify the highway approaches as needed to accommodate the new bridge, 4) relocate existing utilities present in the project area as needed.

Additional project details can be found at the following website: <http://dot.alaska.gov/nreg/lakina/>

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

An existing material site (Collins Material Site West, Figure 4) is located in the northwest quadrant of the bridge. The contractor may elect to utilize this site or other contractor-furnished material sites.

We do not anticipate construction until 2015 or later.

Water Quality:

Short-term and temporary stormwater discharges into the Lakina River are expected during construction. Under its natural condition the river is a glacially turbid river. The completed project will not differ significantly with respect to stormwater discharges than the existing condition and is unlikely to lower the water quality in the national park. The project's provision for a wider bridge opening and additional stabilization around the bridge approaches is expected, in the long term, to reduce scour events that have occurred during high water, thereby reducing erosion-generated sediment deposition into the river.

Action Requested:

Please find that project affected waters are not Tier 3 water bodies, or provide guidance of what steps may be needed in the development of a SWPPP for this project. Please let me us know if there are any additional submittal requirements to be in compliance with CGP Part 2.1.5.

Thank you,

Bob Effinger
Environmental Analyst

Alaska Department of Transportation & PF
Northern Region - Fairbanks
bob.effinger@alaska.gov
907-451-5294

Section 4(f) Consultation

No Use Documentation

Effinger, Robert A (DOT)

From: Tim.Haugh@dot.gov
Sent: Wednesday, March 20, 2013 6:30 AM
To: Nelson, Brett D (DOT)
Cc: Schacher, Sarah E (DOT); john.huestis@dot.gov; Effinger, Robert A (DOT)
Subject: RE: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

Brett, based the revised 4f Worksheet, FHWA has determined that the project as described will not result in a 4f use of the Wrangell-St Elias National Park and Preserve. Should project specifics change (such as scope change), plz reinitiate consultation.

Bob, thanks for your work in developing and revising the worksheet – it was helpful in this decision-making process – good work.

Thanks,
Tim

Tim A. Haugh
Environmental Program Manager,
FHWA Alaska Division Office;
Environmental Specialist,
FHWA Resource Center
PO Box 21648
Juneau, Alaska 99802
w (907) 586-7430
f (907) 586-7420

From: Effinger, Robert A (DOT) [mailto:bob.effinger@alaska.gov]
Sent: Tuesday, March 19, 2013 4:09 PM
To: Huestis, John (FHWA); Haugh, Tim (FHWA)
Cc: Nelson, Brett D (DOT); Schacher, Sarah E (DOT)
Subject: RE: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

As a follow-up to our meeting yesterday, attached is a revised Section 4(f) Informal Consultation Worksheet. Revisions provide additional information on material sites and access. Material site revisions are in Section IV.2. Access revisions are in IV.3.c.

Please provide FHWA email concurrence if you are in agreement with the DOT&PF recommendation regarding no Section 4(f) use resulting from the proposed project.

Bob Effinger
Environmental Analyst
Alaska Department of Transportation & PF
Northern Region - Fairbanks
bob.effinger@alaska.gov
907-451-5294

From: john.huestis@dot.gov [mailto:john.huestis@dot.gov]
Sent: Wednesday, March 13, 2013 3:24 PM
To: Nelson, Brett D (DOT); Effinger, Robert A (DOT)
Cc: Tim.Haugh@dot.gov; Al.Fletcher@dot.gov
Subject: RE: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

Gentlemen,

As pertaining to the upcoming Section 4(f) Consultation on the above referenced project, be prepared to discuss the project material site(s) particularly as there may be sites within the park/preserve that are not privately owned and that could constitute a "use". FHWA would propose to limit the Contractor's options for material sites, within the contract documents, to those that would not constitute a "use".

Also, be prepared to discuss the prospect of a "Constructive Use" due to probable impacts to park/preserve access during construction. Consider developing and proposing some specific commitments that will be included in the contract documents to govern the contractor's operations so as to ensure continued access and to minimize access interruptions so as to allow FHWA to verify that there will not be a "Constructive Use". These will likely be the main topics of the informal Section 4(f) consultation. Thanks.



John W. Huestis, P.E.
Northern Region Area Engineer
FHWA - Alaska Division
Office (907) 586-7464
Fax (907) 586-7420

From: Nelson, Brett D (DOT) [<mailto:brett.nelson@alaska.gov>]
Sent: Wednesday, March 13, 2013 1:39 PM
To: Huestis, John (FHWA)
Subject: RE: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

Hi John,

Bob will be out tomorrow, but back in Friday – so the 10:30 on Friday should work (I'm thinking you meant am?).

Thanks,
Brett

From: john.huestis@dot.gov [<mailto:john.huestis@dot.gov>]
Sent: Wednesday, March 13, 2013 11:22 AM
To: Nelson, Brett D (DOT)
Subject: RE: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

Brett,

Would you be available at either 3:00pm tomorrow or 10:30 pm Friday for the 4 (f) Consultation for the above referenced project?



John W. Huestis, P.E.
Northern Region Area Engineer
FHWA - Alaska Division
Office (907) 586-7464
Fax (907) 586-7420

From: Nelson, Brett D (DOT) [<mailto:brett.nelson@alaska.gov>]
Sent: Thursday, March 07, 2013 3:29 PM
To: Haugh, Tim (FHWA)
Cc: Huestis, John (FHWA); Effinger, Robert A (DOT)
Subject: FW: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

Tim,

Attached is a 4(f) informal consultation for the Edgerton Highway Lakina River Bridge Replacement project for your review/concurrence. I spoke with John this morning to let him know that this was on the way. Please let us know if you have any questions or would like to set up a conference call to discuss further.

Thanks,
Brett



Brett Nelson

Northern Region Environmental Manager
Alaska Dept. of Transportation & Public Facilities
Office (907)451-2238
Fax (907)451-5126

From: Effinger, Robert A (DOT)
Sent: Thursday, March 07, 2013 11:43 AM
To: Nelson, Brett D (DOT)
Cc: Schacher, Sarah E (DOT)
Subject: Sect. 4(f) Consultation w/FHWA - 63905-EdgertonHwyLakinaRiverBrgReplacement

Brett:

Please forward the attached Section 4(f) Informal Consultation Worksheet to FHWA for their review and concurrence that the project does not involve a 4(f) use. This project has been previously determined to be assigned to FHWA rather than the Statewide 6004 program.

I understand from the December 2012 Environmental Summit Meeting that FHWA is in the process of developing a Section 4(f) Consultation form similar to that used by Statewide for 6004 projects. I understand that FHWA's form is not yet available but will be similar to Statewide's. Therefore, in the meantime, I have filled out a consultation form that Statewide has provided to us and dropped the titling referring to 6004.

Please forward this to Tim Haugh and offer a follow up telephone conversation if he would like. When consultation is complete an email response from FHWA confirming no 4(f) use is requested for placement in our environmental documentation.

Bob Effinger
Environmental Analyst
Alaska Department of Transportation & PF
Northern Region - Fairbanks
bob.effinger@alaska.gov
907-451-5294

Section 4(f) Informal Consultation Worksheet

Date: March 19, 2013

Project #: 63905/BR-0850(26)

Project: Edgerton Highway Lakina River Bridge Replacement

Resource/Property Under Review: Wrangell-St. Elias National Park & Preserve (WSNPP)

I. Project Description:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing the Edgerton Highway Lakina River Bridge Replacement project at approximate milepost 44 of McCarthy Road (Edgerton Highway).

The project is located within T6S, R11E, Sections 2 & 3; Copper River Meridian; Quad Map McCarthy B7. The bridge coordinates are Latitude 61°22'28.57"N, Longitude -143°20'56.60"W (WGS 84). See Figure 1 for a project location map.

This proposed project includes the following work items: 1) replace the Lakina River Bridge (Bridge #1195) near the existing bridge alignment, 2) alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel, 3) modify the highway approaches an estimated 3-5 feet vertically, 15-20 feet horizontally to accommodate the new bridge, and 4) relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

An existing material site (Collins Material Site West, Figures 1 & 2) is located in the northwest quadrant of the bridge. The contractor may elect to utilize this site or other contractor-furnished material sites.

II. What is the Section 4(f) resource and why is it a Section 4(f) resource:

The Section 4(f) resource is the Wrangell-St. Elias National Park & Preserve (WSNPP). The WSNPP is publically owned, designated for recreational use, and open to the general public. As such it meets the criteria of Section 4(f) property under 23 CFR 774.

III. Section 4(f) resource information:

1. Detailed Map or Drawing. Figure 1 is a map of the project location. Figures 3 and 4 show the WSNPP boundaries.

2. Property Size and Location. Figures 3 and 4 show the location of the WSNPP. The WSNPP is approximately 13.2 million acres in size, encompassing 4 different mountain ranges and 122 mile of coastline. The Preserve accounts for 4.8 million acres of the total.

3. Ownership and Property Type. The WSNPP is owned by the federal government and is administered by the U.S. Department of Interior National Park Service (NPS).

4. Property Function. WSNPP was set aside for multiple purposes – recreation being one component. The purpose of the WSNPP is to maintain the natural scenic beauty of the diverse geological, glacial, and riparian dominated landscapes, and to protect the attendant wildlife populations and their habitats; to ensure continued access for a wide range of wilderness-based recreational opportunities; to provide continued opportunities for subsistence use.

5. Access and Usage. There are two access roads into the WSNPP: the 42-mile Nabesna Road on the north end and the 59-mile McCarthy Road on the west side. Both access roads are gravel. This project affects only McCarthy Road in the vicinity of milepost 44. McCarthy Road serves as the only road access for residents traveling to and from the community of McCarthy. The Lakina River Bridge is used by fuel and service trucks that supply the community. The bridge provides passage on McCarthy Road for tourists on their route to McCarthy and surrounding lands. This tourist transportation connection is an important contribution to the local economy. Currently McCarthy Road is not officially open to traffic before May 15 or after October 15 due to its seasonal maintenance.

The purpose of the project is to provide a safe and continuous long-term roadway crossing of the Lakina River on McCarthy Road (Edgerton Highway). A new bridge is needed to address current bridge deficiencies that have caused interruptions in access. High water events have resulted in repeated scour and maintenance repairs at the bridge abutments. In addition overhead members of the current bridge have been hit numerous times causing extensive damage that has compromised the load bearing capacity of the bridge and has required repairs. The most current incident occurred in 2009.

Long term accessibility is expected to be preserved for the community and its visitors by the replacement of the Lakina River Bridge. The bridge replacement would reduce the incidents of high water bridge scour damage and overhead bridge member hits that cause traffic interruptions needed to complete maintenance repairs. The new bridge's improved load bearing capacity would preserve long term access to and from communities for heavy trucks.

6. Vicinity Relationship. The Tetlin Wildlife Refuge to the north, the Nelchina Public Use Area to the West, and the Chugach National Forest to the south provide some similar recreational uses offered at the WSNPP. The WSNPP however, provides some unique features such as its wilderness designations and high quality historic sites.

7. Ownership Status. The WSNPP is owned by the federal government and is administered by the U.S. Department of Interior National Park Service. Figures 3 and 4 show the location of the WSNPP in relation to the project. Figure 5 shows the private land holding (Collins) that surrounds the bridge site. A 100 foot wide right-of-way centered on the roadway centerline is also shown on Figure 5. No permanent or temporary right-of-way acquisition is proposed from WSNPP lands.

IV. Section 4(f) Use – Preliminary Use Analysis – Provide a brief description of how each type of “use” applies or does not apply to the project.

1. Permanent Incorporation of Land: This project does not propose to permanently incorporate WSNPP land for use by the transportation facility. In the vicinity of the WSNPP, work on the transportation facility is proposed to remain within the existing roadway right-of-way.

2. Adverse Temporary Occupancy. This project does not propose to temporarily occupy WSNPP lands for use by the transportation facility. In the vicinity of the WSNPP work on the transportation facility is proposed to remain within the existing roadway right-of-way. Material sources for this project would be contractor furnished. The contractor would be required to identify all material sites proposed for use on this project within 30 days of contract award and provide written certification that all permits and clearances required to use material from the source have been obtained prior to any clearing or ground disturbance in the material source. Should the contractor receive written permission from the NPS to utilize any NPS managed lands as a material source for this project, the contractor must provide that documentation to the Department at least 90 days prior to the date they expect to begin work in that material source. This window of time will allow the Department sufficient time to ensure the appropriate steps are taken to address any Section 4(f) requirements in the event that a Section 4(f) use would occur.

3. Analysis of Constructive Use conditions:

a. Noise interference: Sound levels may increase in the WSNPP lands adjacent to the work area during construction. Sound level increases would be temporary. Substantial alternative similar lands occur in the surrounding area for recreational activities and wildlife movement. For these reasons the project is expected to result no more than minor noise-related effects with no substantial interference to park uses or enjoyment.

b. Aesthetic impairment: The proposed project is not anticipated to aesthetically impair features of the WSNPP. The nature of the proposed project is to replace existing roadway elements with elements visually compatible with the current natural and historic setting. In a March 13, 2012 letter the NPS inquired about the visual effects of the project on the surrounding setting. DOT&PF provided photos to NPS showing that the type of new bridge proposed which has a low visual profile. In response the NPS did not object to this type of bridge or its visual effects. DOT&PF contacted Greg Biddle, NPS Cultural Resources Management Specialist in a June 19, 2012 phone conversation. He expressed agreement with our assessment of a project finding of no adverse effect on historic properties. The visual effects of the bridge on the surrounding historic setting were addressed in the November 27, 2012 Section 106 findings letter. In response SHPO concurred with a finding of no adverse effect to historic properties. The NPS likewise did not object to the project.

c. Access restriction: The proposed project is not anticipated to restrict access either temporarily during construction or permanently in such a way to diminish the utility of the WSNPP. Temporary access interruptions on McCarthy Road are anticipated during construction. Due to the anticipated size of the new bridge, the duration of construction

is expected to last approximately 6 months. DOT&PF has gathered and utilized input received from the McCarthy community to minimize access interruptions. Access concerns are important to the McCarthy community as well as the NPS. Please note the McCarthy Road is not officially open to traffic before May 15 or after October 15 due to its seasonal maintenance. It's likely that the project work season would extend outside of these dates but that should not impact NPS or McCarthy travelers as they are accustomed to not having access outside of these dates.

DOT&PF proposes the following stipulations to provide for access to the WSNPP:

- Short term road closures will be limited to one hour blocks of time.
- Four (4) full 12-hour closures will be permitted with ample advanced public notice (7 days minimum).
- Emergency vehicles will be accommodated through the project at all times.
- No full road closures are permitted during the July 4th week/weekend and lane restrictions will be limited to 30 minutes or less.
- The contractor must participate in a public meeting in the McCarthy community prior to project start to discuss their schedule and operations. They will also be required to provide public information updates to the community and interested stakeholders on at least a biweekly basis so that area travelers are aware of days or timeframes in which they may encounter a closure or delay and can plan accordingly.

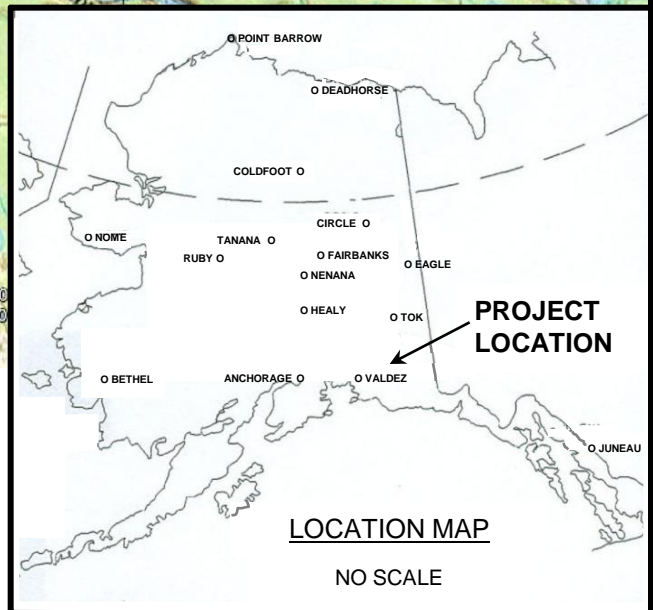
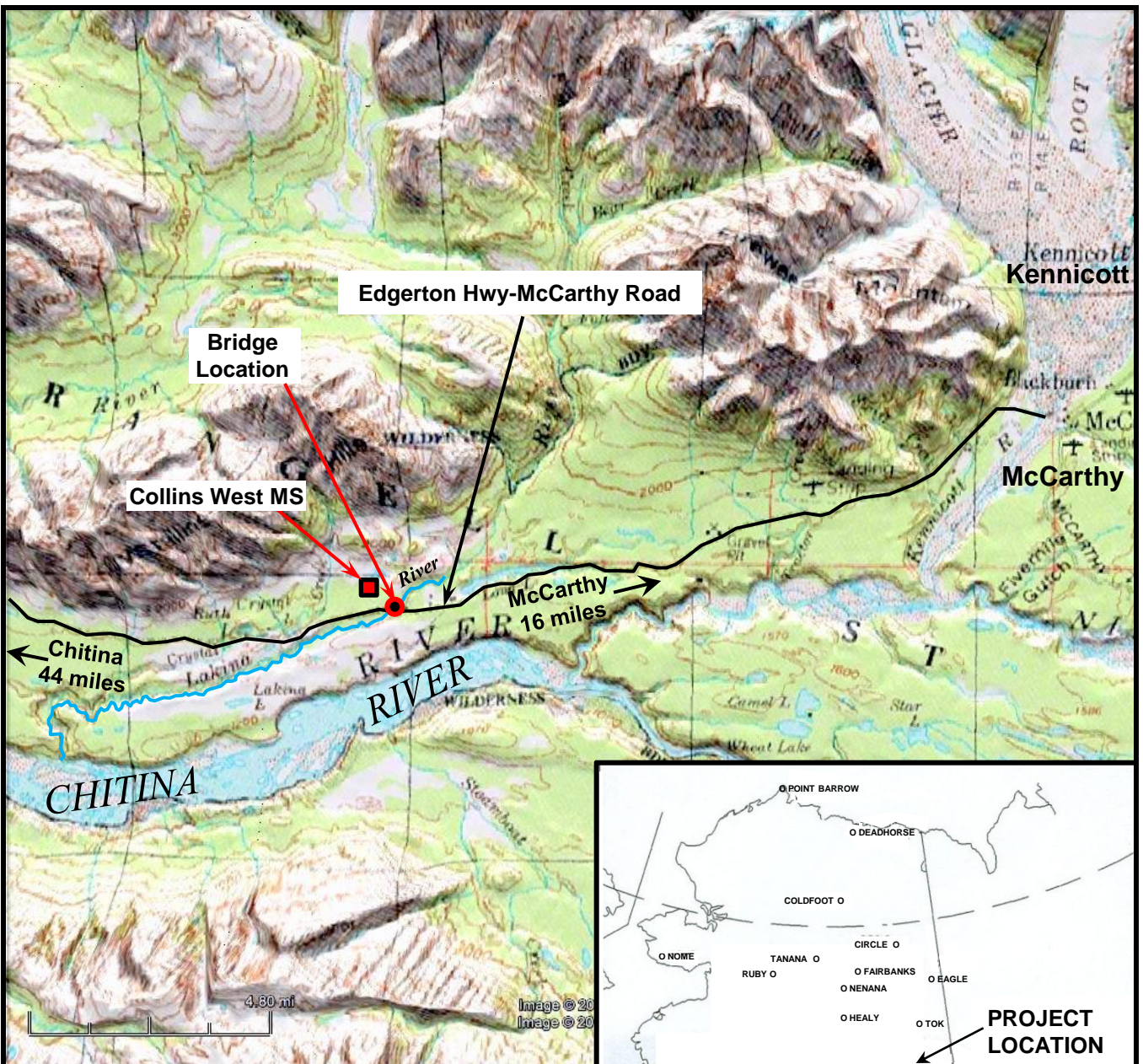
With implementation of these measures sufficient access would be maintained and park utility would not be substantially impaired.

d. Vibration impact: The proposed project is not expected to negatively impact the WSNPP due to vibrations from construction activities.

e. Ecological intrusion: The proposed project is not expected to substantially diminish the value of habitat or ecological resources in the WSNPP. Practicable measures would be implemented to minimize the introduction or spread of invasive species.

V. Recommendation:

Based on the information provided above, DOT&PF recommends that WSNPP meets the criteria for a Section 4(f) property under 23 CFR 774. In addition, DOT&PF recommends that a Section 4(f) "use" of WSNPP as defined by 23 CFR 774.17 would not occur as a result of the Edgerton Highway Lakina River Bridge Replacement project.



1 inch ~ 2900 feet

USGS Map

T6S, R11E; Sections 2 & 3
 USGS McCarthy B7
 Copper River Meridian

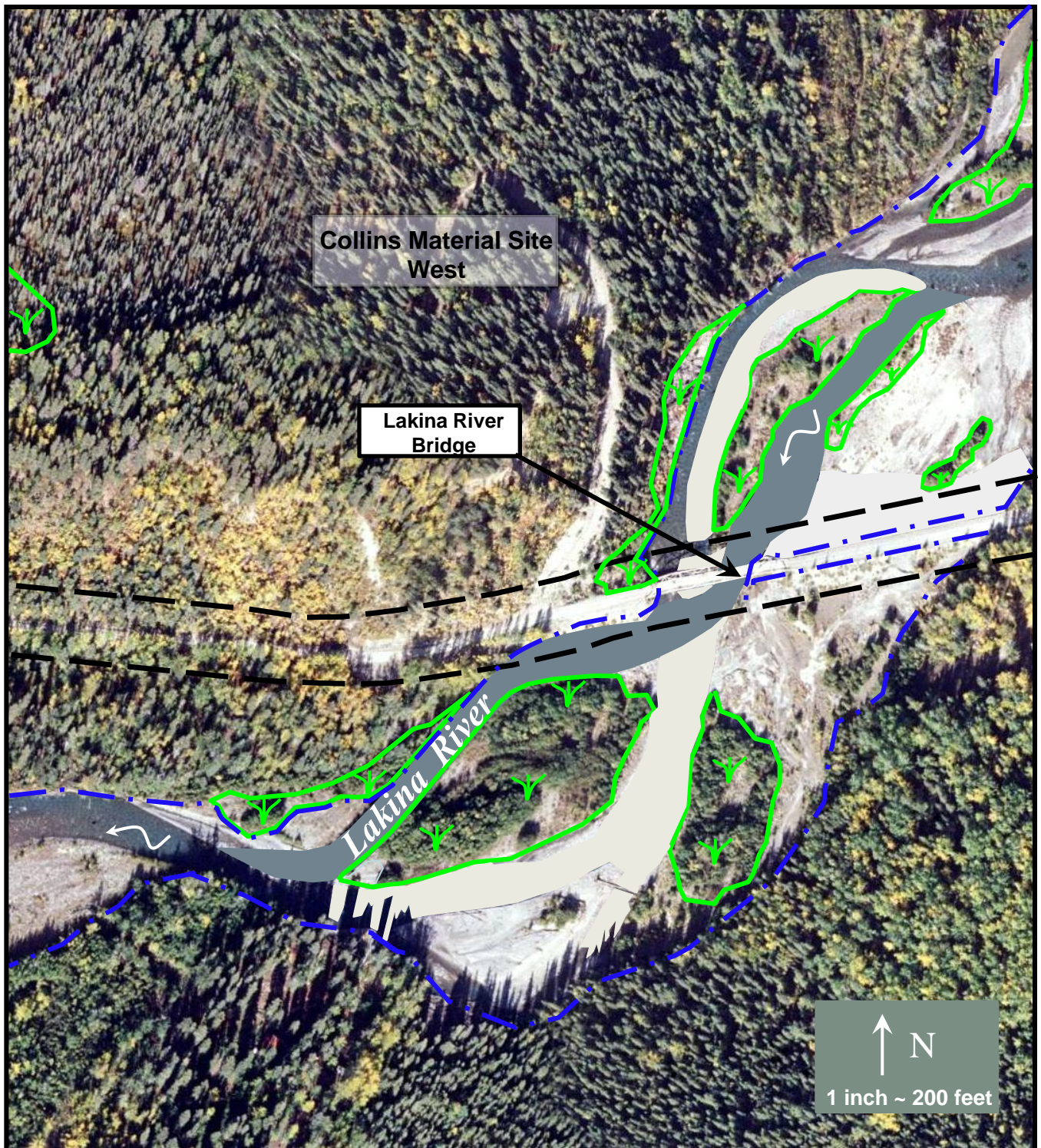
STATE OF ALASKA
 Department of Transportation and Public Facilities
 Northern Region

Edgerton Highway
 Lakina River Bridge Replacement
 BR-0850(26)/63905

McCarthy, Alaska

DATE: 3/19/13

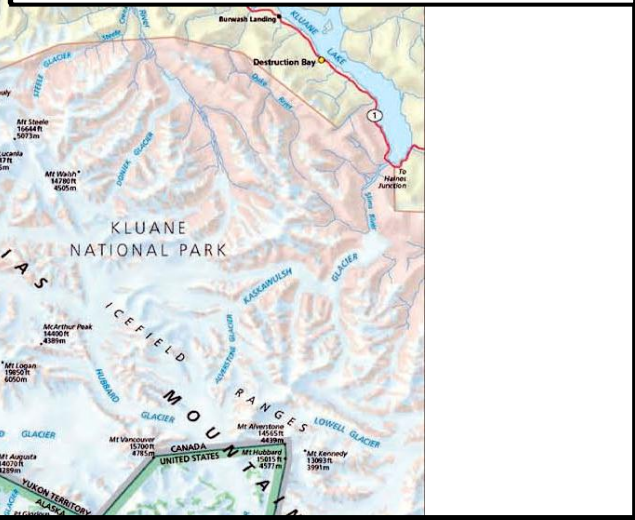
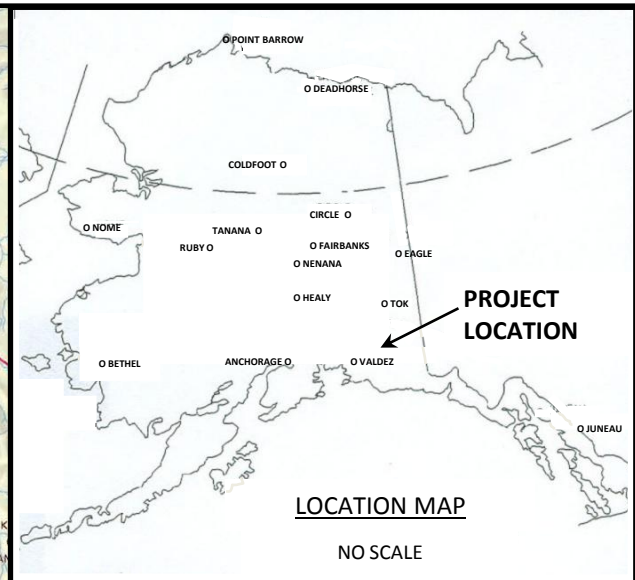
Figure 1



Aerial Map

- - - River Meander Boundaries
- Wetland Boundaries
- - - Approximate Right-of-Way
(50 feet each side of roadway centerline)

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE:	3/19/13
Figure 2	



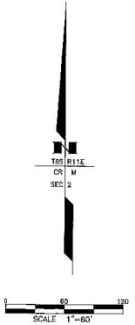
STATE OF ALASKA
 Department of Transportation and Public Facilities
 Northern Region

**Egerton Highway
 Lakina River Bridge Replacement
 BR-0850(26)/63905**

McCarthy, Alaska

DATE:	3/19/13	Figure 3
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Please respect private property rights and obtain permission before entering the one million acres of non-federal lands within the park/preserve. Most private land is along frequently used roads. Stick to these roads and/or trails so you do not trespass. If you have questions, check with a park ranger.



NATIONAL PARK SERVICE
UNSURVEYED

NATIONAL PARK SERVICE
UNSURVEYED



SECTION 2

SECTION 2
SECTION 11

COLLINS
50-68-0033

COLLINS
50-68-0033

COLLINS
50-68-0033

LOHSE
(2008-000729-0)

CENTERLINE DATA
 $\Delta = 21^{\circ}35'04''$
 $L = 134.90'$
 $T = 68.26'$
 $R = 358.10'$

MEANDER

LAKINA RIVER

McCARTHY ROAD

MEANDER

EDGE OF WATER
OCT. 2011

MEANDER

T6S, R11E, CRM

STATE OF ALASKA Department of Transportation and Public Facilities Northern Region	
Edgerton Highway Lakina River Bridge Replacement BR-0850(26)/63905	
McCarthy, Alaska	
DATE: 3/19/13	Figure 5



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

February 15, 2012

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
BR-0850(26)/63905

Ms. Michele Jespersen
Cultural Resources Management Specialist
National Park Service-Wrangell-St. Elias National Park/Preserve
P.O. Box 439
Cooper Center, AK 99573

Dear Ms. Jespersen:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to replace the Lakina River Bridge near MP 44 of McCarthy Road approximately 15 miles west of McCarthy, Alaska. The project is located within T6S, R11E, Section 2; and T4S, R8E Section 30; Copper River Meridian; United States Geological Survey (USGS) Quad Maps McCarthy B7 and Valdez B1. The bridge coordinates are Latitude 61°22'28.57"N, Longitude -143°20'56.60"W (WGS 84). See Figure 1 for a project location map.

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

This proposed project includes the following work items:

1. replace the Lakina River Bridge (Bridge #1195) on or near the existing bridge alignment,
2. alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel,
3. modify the highway approaches as needed to accommodate the new bridge,
4. relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

Three existing material sites near the project are potential sites for contractor use. The contractor may elect to utilize these sites or other contractor-furnished material sites.

Study Area

The Section 106 Study Area for the proposed project consists of the areas listed below.

1. Road Corridor - (Figures 2, 3, and 4). A 100-foot wide corridor centered on the McCarthy Road centerline and extending from the Lakina River Bridge approximately 0.25 miles east and west. This area consists of the existing right-of-way and accommodates work items 1-4 listed under the project description above as well as potential temporary construction work described.
2. Upstream and Downstream - (Figures 3 and 4). 80 foot-wide strips beyond the existing right-of-way are included upstream and downstream of the bridge to provide additional work space in this area.
3. Northwest Hill Cut Area - (Figures 2 and 3). An approximately 225-foot wide by 80-foot long area is included northwest of the bridge to accommodate any necessary disturbance of the existing hillside cut slope descending to the roadway.
4. Material Sites – (Figures 3, 4, and 5). The boundaries of the Collins Material Site West, Collins Material Site East, and Kuskulana Material Site (MS 850-008-5). These sites have potential to be utilized for material extraction to serve project needs.

The Study Area encompasses areas of potential direct effects from the project as described above. We do not anticipate that the project would have indirect visual effects. The land beyond the Study Area is largely undeveloped. The few structures present beyond the Study Area are and will remain visually screened from the project by dense vegetation.

The Area of Potential Effect (APE) will be defined after comments are received from the consulting parties.

Identification and Evaluation Efforts

Information identified to date includes the following. Searches of the on-line Alaska Heritage Resources Survey (AHRS) database have found nine previously recorded cultural resources sites in the project vicinity as shown on Figures 3 through 5. One site, remnants of old wood trestle piles (XMC-218), is located within the Study Area immediately upstream of the current bridge and within the current right-of-way. See Figure 3. A second site, McCarthy Road itself, is in the Study Area.

Previous cultural resources survey reports in the project area have been reviewed. In the spring of 2006, Section 106 consultation was initiated for the McCarthy Road Improvements Project, an Environmental Impact Study (EIS) project. While the EIS project is no longer active, the cultural resource assessment work completed for the EIS project is relevant to the Lakina River Bridge Replacement project. As part of the EIS project, DOT&PF contracted to have a cultural resources survey completed along the McCarthy Road corridor. The Alaska Department of Natural Resources Office of History and Archaeology (OHA) completed a two volume report titled *Cultural Resources Survey Report*, and *Compendium: Cultural Resources Survey Report* in June of 2005. The reports identified 132 cultural resources sites. Eight of these sites are in the project vicinity, and one of the eight (XMC-218) is located within the project Study Area.

No National Register of Historic Places (NRHP) eligibility determinations were made by FHWA in connection with the EIS Project. However, in connection with a DOT&PF maintenance project (#62900) in 2008, eligibility determinations were made by FHWA on 70 of the 132 sites including XMC-218. XMC-218, the only site in the Lakina Bridge project Study Area, was determined by FHWA to be not eligible for the NRHP. SHPO concurred with this determination in a July 7, 2008 letter enclosed.

In that letter, State Historic Preservation Office (SHPO) requested that a second phase of cultural survey work be completed on certain material sites. The consulting firm HDR completed this work in October 2008, by surveying five material sites along McCarthy Road which were not previously surveyed within the EIS project corridor. HDR completed a two volume report for the material site surveys. The second volume, which is relevant to this project, is titled, *McCarthy Road Maintenance Project Potential Material Site Surveys; Cultural Resources Survey of Three Material Source Sites; Kuskulana MP 17, Collins (East and West) MP 44, and Swift Creek MP 56*. No cultural resources were identified at the material sites within the Study Area for the Lakina River Bridge project. These are the Collins Site (East and West) and the Kuskulana Site. SHPO concurred that the DOT&PF maintenance project (#62900) including the development on the material sites would result in no historic properties affected in their June 25, 2010 letter enclosed.

The combined boundaries of the two survey phases (EIS corridor and material sites) in the vicinity of the Lakina River Bridge project are shown on Figures 2 through 5. The previously surveyed areas encompass most of the project Study Area. Previous surveys revealed no National Register of Historic Places (NRHP) eligible properties within the Study Area for this project. Only a small portion of the proposed project's Study Area upstream and downstream of the Lakina River Bridge lies outside of the previously surveyed areas. See Figures 3 and 4. These outlying areas are within a dynamic streambed environment that undergoes substantial disturbance by river erosion. Given the nature of this area there is low potential for encountering cultural resources.

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance which is currently under development by FHWA, DOT&PF, and SHPO, a core group of Alaska roads has been identified which would be treated as eligible for the NRHP. McCarthy Road (XMC-495) has been included on this list. Effects to this treated-as-eligible property will be assessed in accordance with the Interim Guidance in a subsequent findings letter.

The Lakina River Bridge itself is within the project's Study Area and has neither been identified nor evaluated as a potential historic property during previous cultural resources studies. This may be due to its recent and partial relocation. The bridge, constructed in 1942 at an unknown location, has been moved twice; once in 1958/59 and again, in part, in 1981 to its current location. A determination of eligibility is proposed to be completed for the bridge.

No further archaeological survey is proposed for this project, given the negative results of previous surveys within the Study Area and the low potential for encountering archaeological resources in the neighboring un-surveyed streambed portions of the Study Area.

Consultation Efforts

Consultation letters are being mailed to the State Historic Preservation Officer, Ahtna Incorporated, Chitina Native Corporation, and the Native Village of Chitina.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at (907) 586-7427, or by e-mail at peter.forsling@dot.gov. However, I encourage you to include the DOT&PF Regional Environmental Manager so that your comments and concerns may be immediately directed to project development. The point of contact is:

Bruce Campbell - Regional Environmental Manager
Alaska Department of Transportation and Public Facilities
2301 Peger Road, Fairbanks, Alaska 99709
(907) 451-2238
bruce.campbell@alaska.gov

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



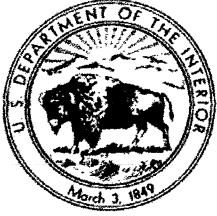
Peter Forsling
Structural/Northern Region Engineer

Enclosures:

Figure 1 – Location Map
Figure 2 – Section 106 Study Area West of Bridge
Figure 3 – Section 106 Study Area at Bridge Crossing
Figure 4 – Section 106 Study Area East of Bridge
Figure 5 – Section 106 Study Area - Kuskulana Material Site
SHPO Concurrence Letter 7/7/2008 – McCarthy Road Improvements EIS
SHPO Concurrence Letter 6/25/2010 – Material Sites

Electronic cc w/ enclosures:

Sarah Schacher, P.E., DOT&PF, Northern Region Project Manager
Bruce Campbell, DOT&PF, Northern Region Environmental Manager
Kathy Price, DOT&PF, Statewide Cultural Resources Specialist



United States Department of the Interior

NATIONAL PARK SERVICE

Wrangell-St. Elias National Park/Preserve
Mile 106.8 Old Richardson Hwy. P.O. Box 439
Copper Center, AK 99573
907 822 5234 Fax 907 822 7216

Mr. Peter Forsling
Northern Region Liaison / Structural Engineer
Federal Highway Administration, Alaska Division
PO Box 21648
Juneau, Alaska 99802

Dear Mr. Forsling,

March 13, 2012

Thank you for your recent correspondence regarding the Alaska Department of Transportation and Public Facilities (ADOT & PF) and Federal Highway Administration's (FHWA) proposal to replace the Lakina River Bridge near MP 44 of the McCarthy Road (Project BR-0850(26)/63905). We at the park appreciate the opportunity to review the proposed project and to comment on FHWA's findings regarding cultural resources within the project areas.

In general, WRST agrees with the FHWA's findings regarding the eligibility of the sites within the project APEs and with the finding of No Historic Properties Affected. However, as noted in your letter, the McCarthy Road (designated by the Alaska Heritage Resources Survey as 49XMC-00495) itself is included in the core group of historic roads that are considered eligible for inclusion on the National Register of Historic Places (NRHP). We encourage ADOT&PF and FHWA to assess the impacts to the integrity of the McCarthy Road as an Historic Property: not only direct effects such as the bridge replacement (which could be mitigated through design to reflect the period of significance of the road), but also indirect and cumulative effects through associated activities and maintenance. These latter actions could impact the visual and character-defining elements of the road if not taken into account. We look forward to further consultation from your agency on these issues.

As an additional note, you might consider also consulting with the McCarthy Area Council in any planning that involves the McCarthy Road. They can be contacted via email at mccarthyareacouncil.secretary@gmail.com or regular mail at:

Tamara Harper, Secretary
McCarthy Area Council
PO Box MXY
Glennallen, Alaska 99588

Once again, thank you for the opportunity to review the project and provide comments. If you have any questions regarding these recommendations, please contact me at 907-822-7237 or Kenneth_Biddle@nps.gov.

Sincerely,

Greg Biddle
Cultural Resources Management Specialist

Effinger, Robert A (DOT)

From: Kenneth_Biddle@nps.gov
Sent: Thursday, June 21, 2012 12:30 PM
To: Effinger, Robert A (DOT)
Subject: Re: Lakina River Bridge - Example Replacement Type

Bob,

Thanks for the update. I thought that bridge looked familiar - I live in Gakona so I see it at least twice a day!

I'll look out for the effects assessment.

Greg Biddle, Cultural Resources Management Specialist Wrangell-St. Elias National Park and Preserve PO Box 439 Copper Center, Alaska 99573
907-822-7237
907-960-1019 (cell)
Kenneth_Biddle@nps.gov

"Effinger, Robert
A (DOT)"
<bob.effinger@ala
ska.gov>

Kenneth_Biddle@nps.gov

To

cc

06/21/2012 09:03
AM

Subject

Lakina River Bridge - Example
Replacement Type

Greg,

Attached is a photo of the type of bridge likely to be proposed to replace the existing Lakina River Bridge on McCarthy Road. Also attached are drawings of this bridge type. It is called a bulb-tee girder bridge. In section view the girder beams are T-shaped. Our bridge folks will have to consider a few options for comparison but the bulb-tee girder is the most common and most likely. If another option were proposed it would look very much the same, the only difference being that the below-deck beams would be steel rather than concrete. In any case there would be no proposal for an overhead component to the bridge. All proposals would be low profile bridge types. The pictured bridge is the Gakona River Bridge on the Tok Cutoff Highway and is of similar size and visual appearance to a proposed Lakina River Bridge.

A full submittal of the our Section 106 finding covering an assessment of effects to McCarthy road will be sent to you soon. [attachment "ExampleBulbTeeGirderBridge.pdf" deleted by Kenneth Biddle/WRST/NPS] [attachment "BulbTeeSection-ElevationViews.pdf" deleted by Kenneth Biddle/WRST/NPS]



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

November 27, 2012

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
BR-0850(26)/63905

Mr. Greg Biddle
Cultural Resources Management Specialist
National Park Service-Wrangell-ST. Elias National Park/Preserve
P.O. Box 439
Cooper Center, AK 99573

Dear Mr. Biddle:

The Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to replace the Lakina River Bridge near MP 44 of McCarthy Road approximately 15 miles west of McCarthy, Alaska. The project is located within T6S, R11E, Section 2; and T4S, R8E Section 30; Copper River Meridian; United States Geological Survey Quad Maps McCarthy B7 and Valdez B1. The bridge coordinates are Latitude 61°22'28.57"N, Longitude -143°20'56.60"W (WGS 84). See Figure 1 for a project location map.

Pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act, the FHWA finds no adverse effect on historic properties by the proposed project.

Project Description

This proposed project includes the following work items:

1. replace the Lakina River Bridge (Bridge #1195) on or near the existing bridge alignment,
2. alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel,
3. modify the highway approaches an estimated 3-5 feet vertically, 15-20 feet horizontally to accommodate the new bridge,
4. relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

Two existing material sites near the project are potential sites for contractor use. The contractor may elect to utilize these sites or other contractor-furnished material sites.

Area of Potential Effect

The Section 106 Area of Potential Effect (APE) for the proposed project consists of the areas listed below.

1. Road Corridor - (Figures 2, 3, and 4). A 100-foot wide corridor centered on the McCarthy Road centerline and extending from the Lakina River Bridge approximately 0.25 miles east and west. This area consists of the existing right-of-way and accommodates work items 1-4 listed under the project description above as well as potential temporary construction work described.
2. Upstream and Downstream - (Figures 3 and 4). 80 foot-wide strips beyond the existing right-of-way are included upstream and downstream of the bridge to provide additional work space in this area.
3. Northwest Hill Cut Area - (Figures 2 and 3). An approximately 225-foot wide by 80-foot long area is included northwest of the bridge to accommodate any necessary disturbance of the existing hillside cut slope descending to the roadway.
4. Southwest and Southeast Fill Areas – (Figures 2 and 3). 50-foot wide strips of land extending beyond the existing right-of-way to accommodate new fill slopes for roadway widening.
5. Potential Channel Alteration Area – (Figure 3). An approximately 2 acre area surrounding the downstream river channel to provide for channel alternation work that may be needed for construction operations on the west bridge approach.
6. Material Sites – (Figures 3, 4, and 5). The boundaries of the Kuskulana Material Site (MS 850-008-5) and Collins West Material Site. These sites have potential to be utilized for material extraction to serve project needs.

The APE encompasses areas of potential direct effects from the project as described above. We do not anticipate that the bridge replacement project would have indirect visual effects. The land beyond the APE is largely undeveloped. The few structures present beyond the APE are and will remain visually screened from the project by dense vegetation.

The APE has been adjusted slightly from the study area originally proposed in our initiation of consultation on February 12, 2012, in response to consultation comments and project refinement. The State Historic Preservation Officer (SHPO) replied to FHWA's initiation of consultation on this project on March 09, 2012, with a comment that FHWA may wish to consider whether a reported cemetery site (XMC-256) on a knoll-top near Collins East Material Site had potential to be affected by the project (Figure 4). The Collins East Material Site has since been removed from the project proposal and APE. As a result XMC-256 is well outside the revised project APE boundary and unaffected by the project proposal. Two areas have also been added to the previously presented study area. These additions are indicated as items # 4 and 5, above.

Identification and Evaluation Efforts

Alaska Heritage Resources Survey

Searches of the on-line Alaska Heritage Resources Survey (AHRS) database, most recently on September 11, 2012, have found ten recorded cultural resources sites in the project vicinity as shown on Figures 3 through 5. One site, remnants of old wood trestle piles (XMC-218), is located within the APE immediately upstream of the current bridge and within the current

right-of-way. See Figure 3. Two additional sites, McCarthy Road itself (XMC-495) and the Lakina River Bridge (XMC-491) are also in the APE.

Previous Cultural Resources Surveys

Previous cultural resources survey reports in the project area have been reviewed. In the spring of 2006, Section 106 consultation was initiated for the McCarthy Road Improvements Project, an Environmental Impact Study (EIS) project. While the EIS project is no longer active, the cultural resource assessment work completed for the EIS project is relevant to the Lakina River Bridge Replacement project. As part of the EIS project, DOT&PF contracted to have a cultural resources survey completed along the McCarthy Road corridor. The Alaska Department of Natural Resources Office of History and Archaeology (OHA) completed a two volume report titled *Cultural Resources Survey Report*, and *Compendium: Cultural Resources Survey Report* in June of 2005. Hard copies of these reports were sent to your office on October 12, 2005. The reports identified 132 cultural resources sites. Eight of these sites are in the project vicinity, and one of the eight (XMC-218) is located within the project APE.

No National Register of Historic Places (NRHP) eligibility determinations were made by FHWA in connection with the EIS Project. However, in connection with a DOT&PF maintenance project (#62900) in 2008, eligibility determinations were made by FHWA on 70 of the 132 sites including XMC-218. XMC-218, the only site in the Lakina Bridge project APE, was determined by FHWA to be not eligible for the NRHP. The State Historic Preservation Officer (SHPO) concurred with this determination on July 7, 2008.

In that letter, SHPO requested that a second phase of cultural survey work be completed on certain material sites. The consulting firm HDR completed this work in October 2008 by surveying five material sites along McCarthy Road which were not previously surveyed within the EIS project corridor. HDR completed a two volume report for the material site surveys. The second volume, which is relevant to this project, is titled, *McCarthy Road Maintenance Project Potential Material Site Surveys; Cultural Resources Survey of Three Material Source Sites; Kuskulana MP 17, Collins (East and West) MP 44, and Swift Creek MP 56*. A hard copy of the report was sent to your office on June 23, 2010. No cultural resources were identified at the material sites within the APE for the Lakina River Bridge project.

A third relevant survey was completed by OHA in September 1996. A copy of the report titled, *Supplementary Report; 1996 Cultural Resources Survey for an All-Purpose Trail to Parallel the Proposed Reconstruction of the McCarthy Road* (Buzzell/OHA 1997), is on file at OHA. The surveyed area overlaps the Lakina Bridge APE southwest of the bridge (Buzzell 1997:14). This overlap area is labeled "Southwest Fill Area" on Figure 2. No cultural resources sites were identified within or near the Southwest Fill Area during this survey.

The combined boundaries of the three cultural surveys (EIS corridor, material sites, and multipurpose trail) within the APE of the Lakina River Bridge project are shown on Figures 2 through 5. The previously surveyed areas encompass most of the project APE. Previous surveys revealed no NRHP eligible properties within the APE for this project. Portions of the project's APE upstream and downstream of the Lakina River Bridge lie outside of the previously surveyed areas. See Figures 3 and 4. These outlying areas are within a dynamic streambed environment that undergoes substantial disturbance by river erosion. Given the nature of this area there is low potential for encountering cultural resources.

Treated-as-Eligible Roads

Under the Alaska Historic Roads Programmatic Agreement (PA) Interim Guidance, a core group of Alaska roads has been identified which would be treated as eligible for the NRHP. McCarthy Road (XMC-495) has been included on this list. McCarthy Road was originally a rail bed for the Copper River and Northwestern railway, constructed between 1907 and 1911 to access copper ore deposits for mining purposes. The rail was abandoned in 1938 and the corridor was first graded as a road in the 1960's. Full vehicle access was provided in 1973 to allow access to the McCarthy/Kennecott area for local residents and increasingly for recreational users.

Lakina River Bridge

The Lakina River Bridge itself (XMC-491) is within the project's APE and was neither identified nor evaluated as a potential historic property during previous cultural resources studies. It is not considered a component of the treated-as-eligible McCarthy Road under the Alaska Historic Roads PA. Therefore DOT&PF completed a determination of eligibility for the bridge, enclosed.

The bridge is a steel camelback through truss structure, originally constructed in 1943 on the Richardson Highway as part of the effort to upgrade that highway to military standards. It has been dismantled and moved twice, most recently to the Lakina River crossing in 1981. DOT&PF concluded that the bridge would not be eligible for the NRHP under Criteria A, B, or D. DOT&PF also considered the structure's eligibility under Criterion C for engineering significance as an example of the steel camelback truss type, and determined that it lacks sufficient integrity as a moved structure under Criteria Consideration B. FHWA agrees with the DOT&PF recommendation and finds the Lakina River Bridge not eligible for the NRHP.

Archaeological Survey

No further archaeological survey was completed for this project, given the negative results of previous surveys within the APE and the low potential for encountering archaeological resources in the neighboring un-surveyed streambed portions of the APE.

Finding of Effect

No historic properties other than the treated-as-eligible McCarthy Road (XMC-495) are found within the APE. No known archaeological sites are present within the APE, and the potential for encountering previously undiscovered sites is considered low. In assessing the effects of the project on McCarthy Road, FHWA has concluded the following, in consultation with the SHPO office on October 02, 2012.

Road features that would be affected by the project are not part of the original railbed/road route but are later alterations. The road alignment, approaches, bridge types and bridge lengths at this river crossing have frequently changed. The original railroad wood trestle bridge at Lakina River was used for vehicle traffic until 1963 and was replaced by a steel bailey bridge in 1971, a timber trestle bridge in 1973, and the current bridge in 1981. The current bridge is not associated with any documented significant historic context for McCarthy Road, and has not gained historic significance in its present location. Its removal would not alter any potentially historic characteristics of the road.

The proposed action would not change the character of the road's use, nor the rural, wilderness character of the setting. The new bridge would not introduce visual, audible, or atmospheric elements that are inconsistent with the character of the road. The replacement bridge is anticipated to be a bulb-tee concrete girder bridge. This type of bridge has no overhead component but rather has a low visual profile. Its elements are near the road grade thus keeping with earlier conditions at this river crossing. If another bridge type is selected it would be similar in visual appearance, the main difference being that the below-deck girders would be steel rather than concrete. Project work may include minor road realignment to accommodate the new bridge. Such realignment is characteristic of the road in this location.

Consequently, FHWA finds that no historic properties would be adversely affected by the proposed project.

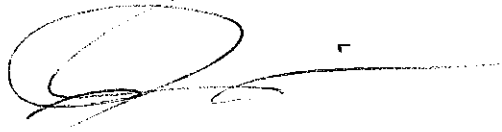
Consultation Efforts

Consultation initiation letters were sent on February 12, 2012, to the SHPO, the Ahtna Incorporated, Chitina Native Corporation, and the Native Village of Chitina. No places of traditional religious or cultural importance or other historic properties were identified in response. Responses were received from the SHPO (March 09, 2012), the NPS (March 13, 2012), and the Chitina Native Corporation (March 22, 2012) and are enclosed. The following items have been addressed as requested.

1. Project effects to McCarthy Road have been assessed in the "Finding of Effect" section of this letter. DOT&PF contacted your office in a June 19, 2012 phone conversation, which resulted in agreement with our project finding of effect and our assessment of effects to McCarthy Road.
2. The McCarthy Area Council has been included in this ongoing consultation to gain any additional information concerning cultural resources in the APE.
3. The Chitina Native Corporation has been contacted (June 02, 2012) and their concern is limited to being updated and advised of the project with no specific resource concerns or information at this time.
4. Effects to Site XMC-495 have been considered. This site is near to the Collins East Material Site and potentially contains human remains. However, since earlier coordination, the Collins East Material Site has been removed from the project proposal and APE. As a result XMC-256 is well outside the revised project APE boundary and unaffected by the project proposal.

If you wish to comment on this finding, I can be reached at the address above, by telephone at (907) 586-7427, or by e-mail at peter.forsling@dot.gov. However, please note that to receive consideration your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Forsling', with a long horizontal line extending to the right.

Peter Forsling
Northern Region/Structural Engineer

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Section 106 APE West of Bridge
- Figure 3 – Section 106 APE at Bridge Crossing
- Figure 4 – Section 106 APE East of Bridge
- Figure 5 – Section 106 APE - Kuskulana Material Site
- Lakina River Bridge Replacement Determination of Eligibility
- SHPO Initiation Reply (March 09, 2012)
- NPS Initiation Reply (March 13, 2012)
- Chitina Native Corporation Reply (March 22, 2012)

Electronic cc w/o enclosures:

- Sarah Schacher, P.E., DOT&PF, Northern Region Project Manager
- Bruce Campbell, DOT&PF, Northern Region Environmental Manager
- Kathy Price, DOT&PF, Statewide Cultural Resources Specialist



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Natural Resources

DIVISION OF PARKS AND OUTDOOR RECREATION
Office of History and Archaeology

550 West 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565
Web: <http://dnr.alaska.gov/parks/oha>
Phone: 907.269.8721
Fax: 907.269.8908

December 6, 2012

File No.: 3130-1R FHWA
3330-6N Lakina River Bridge XMC-491

SUBJECT: Determination of Eligibility for Lakina River Bridge (XMC-491) and evaluation of effect for replacement of Lakina River Bridge near MP 44 of McCarthy Road

Peter Forsling
Northern Region/Structural Engineer
Federal Highway Administration
Alaska Division
P.O. Box 21648
Juneau, AK 99802-1648

Dear Mr. Forsling,

The Alaska State Historic Preservation Office received the FHWA's letter and the attached determination of eligibility on November 29, 2012. After reviewing the letter and additional information our office concurs that the Lakina River Bridge (XMC-491) is not eligible for the National Register of Historic Places.

We reviewed the undertaking for potential impacts to historic and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. We concur with your finding that no historic properties will be adversely affected by the proposed replacement of the Lakina River Bridge (XMC-491). We would like to thank FHWA for removing Collins East Material Site from the list of potential material sites due to the proximity of the site to a reported cemetery (XMC-256).

Please note that as stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our comment letter does not end the 30-day review period provided to other consulting parties.

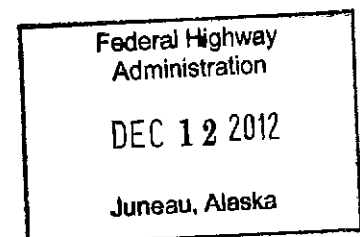
Please contact Summer Rickman at 269-8717 or at summer.rickman@alaska.gov if you have any questions or if we can be of further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Judith E. Bittner".

Judith E. Bittner
State Historic Preservation Officer

JEB:slr



Public Involvement

August 27 & 28, 2012 Meeting Advertisements

- Copper River Record Newspaper Publication Affidavits
- Alaska DOT&PF Public Notice Website

Public Comments and Replies



COPPER RIVER RECORD
 P.O. BOX 277
 GLENNALLEN, ALASKA 99588
 PHONE: 907-259-5277
 EMAIL: CONTACT@COPPERRIVERRECORD.NET

Affidavit of Publication

RE: A0-2523ENV-003

UNITED STATE OF AMERICA

STATE OF Alaska ss

THIRD JUDICIAL DIVISION.

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC THIS DAY PERSONALLY

APPEARED Matthew A. Lorenz WHO, BEING FIRST DULY SWORN,

ACCORDING TO THE LAW, SAYS THAT HE/SHE IS THE Publisher/Editor OF

THE COPPER RIVER RECORD AT GLENNALLEN IN SAID DIVISION

THIRD JUDICIAL AND STATE OF ALASKA

AND THAT THE ADVERTISEMENT, OF WHICH THE ATTACHED IS A TRUE COPY, WAS

PUBLISHED IN SAID PUBLICATIONS ON THE 16th DAY OF August, 2012,

Matthew A. Lorenz

September 6, 2012

SUBSCRIBED AND SWORN TO BEFORE ME THIS 6th DAY OF Sept, 2012

SIGNED Rachel Mailly NOTARY PUBLIC FOR STATE OF ALASKA.

MY COMMISSION EXPIRES ON n/a

POSTMASTER/NOTARY PUBLIC
 PER USPS ASM 112.44
 GLENNALLEN AK 99588



State of Alaska Department of Transportation & Public Facilities



OPEN HOUSE

**Edgerton/McCarthy Road
Lakina River Bridge Replacement
Project BR-0850(26)/63905**

AND

**Edgerton Highway MP 0-19
Resurfacing
Project NH-0850(27)/63909**

The Alaska Department of Transportation & Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), invites you to attend an Open House to discuss the following proposed projects:

Lakina River Bridge Replacement Project:

Tony Zak House
McCarthy, AK
Monday, August 27, 2012
6 to 8 p.m.

(Project Overview given at 6:30 & 7:30 pm)

Edgerton Hwy MP 0-19 Resurfacing Project:

Kenny Lake Community Center
Kenny Lake, AK
Tuesday, August 28, 2012
6 to 8 p.m.

(Project Overview given at 6:30 & 7:30 pm)

More project information is available on the DOT&PF websites:

<http://dot.alaska.gov/nreg/lakina>
<http://dot.alaska.gov/nreg/edgerton>

For more information or to submit comments on either project, contact:

Sarah Schacher, P.E., Engineering Manager
2301 Peger Road
Fairbanks, AK 99709
Telephone (907) 451-5361, Fax (907) 451-5126
Email: sarah.schacher@alaska.gov

Please submit your comments by **September 30, 2012**.

To correspond by text telephone (TDD), call (907) 451-2363.

If you require special accommodations for the meeting, please call for arrangements.

The following executive orders apply to this notice: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 11988, Floodplain Management; Executive Order 13112, Invasive Species.



COPPER RIVER RECORD
P.O. BOX 277
GLENNALLEN, ALASKA 99588
PHONE: 907-259-5277
EMAIL: CONTACT@COPPERRIVERRECORD.NET

Affidavit of Publication

RE: ~~#~~ AO - 2523-ENV - 003

UNITED STATE OF AMERICA

STATE OF Alaska ss

THIRD JUDICIAL DIVISION.

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ACCORDING TO THE LAW, SAYS THAT HE/SHE IS THE Publisher/Editor OF

THE COPPER RIVER RECORD AT GLENNALLEN IN SAID DIVISION

THIRD JUDICIAL AND STATE OF ALASKA

AND THAT THE ADVERTISEMENT, OF WHICH THE ATTACHED IS A TRUE COPY, WAS

PUBLISHED IN SAID PUBLICATIONS ON THE 23rd DAY OF August, 2012.

Matthew A. Lorenz

October 4, 2012

SUBSCRIBED AND SWORN TO BEFORE ME THIS 4th DAY OF Oct, 2012

SIGNED Rachel Maily NOTARY PUBLIC FOR STATE OF ALASKA.

MY COMMISSION EXPIRES ON 11/10 POSTMASTER/NOTARY PUBLIC
PER USPS ASM 112.44
GLENNALLEN AK 99588



State of Alaska Department of Transportation & Public Facilities



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Public Notices

OPEN HOUSE Edgerton/McCarthy Road Lakina River Bridge Replacement AND Edgerton Highway MP 0-19 Resurfacing

Submitted by: smburnett/25

Date Submitted: 08/20/2012 09:03 AM

Date Modified:

Submission Mode: direct

Approve Prior To Post: n/a

Approved By: n/a

Approval Date: n/a

Attachments:

CCR_OpenHouseNotice_08-16-12--08-23-12.pdf

OPEN HOUSE Edgerton/McCarthy Road Lakina River Bridge Replacement AND Edgerton Highway MP 0-19 Resurfacing

Category: Public Notices

Publish Date: 08/20/2012

Event/Deadline Date: 08/27/2012 06:00 PM

Department: Transportation & Public Facilities

Location: Fairbanks, Northern Region

Coastal District: N/A

Body of Notice:

State of Alaska Department of Transportation & Public Facilities

OPEN HOUSE

Edgerton/McCarthy Road Lakina River Bridge Replacement
Project BR-0850(26)/63905

AND

Edgerton Highway MP 0-19 Resurfacing
Project NH-0850(27)/63909

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Revision History:

08/20/2012 09:03:51 AM by [smburnett/25/State/Alaska/US](#)

\$\$WebClient [Anon]

[Home Page](#) **Notices by:** [Department](#) | [Category](#) | [Publish Date](#)



[CCR_OpenHouseNotice_08-16-12--08-23-12.pdf](#)

Schacher, Sarah E (DOT)

From: Schacher, Sarah E (DOT)
Sent: Monday, August 20, 2012 10:44 AM
To: Kennicott Glacier Lodge
Subject: RE: Lakina River replacement project

Hi Richard,

Thanks for your comments and interest in the project. We are evaluating options to maintain traffic and what sort of "work windows" we can make available to the contractor, while also ensuring the needs of the traveling public are met. This is useful feedback.

I suspect we will hear more after we visit McCarthy and have our public open house next Monday evening, (8/27), but I'm curious what your thoughts are on restricting traffic at night? For example, from 11 pm to 7 am. Maybe not for the whole summer, but we're trying to get a feel for what "peak" travel times are.

Thank you again for your comments,

Sarah Schacher, P.E.
Engineering Manager
Alaska DOT&PF Northern Region Preconstruction
(907) 451-5361

-----Original Message-----

From: Kennicott Glacier Lodge [<mailto:kennicottlodge@cvinternet.net>]
Sent: Sunday, August 19, 2012 8:33 AM
To: Schacher, Sarah E (DOT)
Subject: Lakina River replacement project

Hello Sarah,

Thank you for the information regarding the proposed replacement of the Lakina River bridge. This project, along with the other improvements currently in progress on the McCarthy Road, will be welcome improvements for both the local residents and our summer Visitors.

The businesses in the Kennicott/McCarthy area, including Kennicott Glacier Lodge, rely on the very short summer season of Memorial Day to Labor day to succeed.

About 75% of the 15 to 20 thousand summer visitors to this area drive the McCarthy road in order to access the Kennecott Mine Historic Landmark and other area attractions.

There is also a summer resident community of about 300 people who rely on McCarthy Road access for their daily needs.

Construction delays of up to an hour would probably not affect summer visitation, however longer closures have the potential to discourage Visitors from coming.

This would be unacceptable.

In planning this project, please restrict any lengthy road closures at the Lakina River to the time period September 15 to May 15.

Thank you,

Richard Kirkwood
Kennicott Glacier Lodge



COMMENT SHEET

Edgerton Hwy Lakina River Bridge Replacement
Project No.: BR-0850(27)/63905
August 27, 2012 6-8pm
Tony Zak House McCarthy, Alaska



We welcome written input and ideas from the public. Thank you for taking the time to be involved.
(If you need more space please use back side of sheet.)

COMMENTS:

To minimize disruption to the commerce of the area, mainly tourists + the supporting businesses, road closures should be limited to half hour max between the hours of 9AM and 7pm from Memorial to Labor Day.

Perhaps closing the road from 10pm to 6AM Monday to Friday would be preferable. The tourist season is very short here, I would not like the "perception" the road is closed as traffic is limited, to spread.

It seems the cost + scale of the project are excessive, but I don't have much background in this to comment.

Do hope land is acquired from willing sellers, + acquisition kept to a minimum.

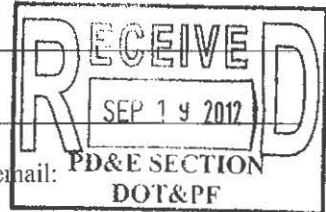
*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment -including your personal identifying information -may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

E-MAIL ADDRESS: _____

NAME: W. Bay

MAILING ADDRESS: PO Box MXY, McCarthy, AK 99588

Please submit your comments by September 30, 2012.
For further information, please contact Sarah Schacher, P.E., Engineering Manager, at (907) 451-5361 or email: sarah.schacher@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363.



Schacher, Sarah E (DOT)

From: Schacher, Sarah E (DOT)
Sent: Tuesday, September 04, 2012 4:19 PM
To: Schacher, Sarah E (DOT)
Subject: FW: Salvaging Lakina Bridge member

Spoke to Carol Neeley today and let her know we could accommodate this request; I told her we'd have this piece salvaged and brought to Chitina Maintenance Station. She agreed that was a good location as her family frequently makes trips there.

From: Marx, Elmer E (DOT)
Sent: Tuesday, September 04, 2012 2:55 PM
To: Schacher, Sarah E (DOT)
Cc: Williams, Frederick T (DOT)
Subject: RE: Salvaging Lakina Bridge member

Hi, Sarah.

I know of the piece that Ms. Neeley references (as does Tom). It is highly unlikely that this new piece of the bridge has any lead based paint or primer. Thus, I don't see any reason that we cannot comply with the request but this may be a decision for someone higher up in the food chain.

How best to address this piece is unclear. I suspect that we would need to incorporate its salvage by the Contractor who would provide it to our Project Engineer. Then the PE would transfer to Ms. Neeley.

Glad the meeting went well.

Regards,

Elmer
465-6941

From: Schacher, Sarah E (DOT)
Sent: Tuesday, September 04, 2012 2:45 PM
To: Marx, Elmer E (DOT)
Cc: Williams, Frederick T (DOT)
Subject: Salvaging Lakina Bridge member

Hi Elmer,

We held a public meeting in McCarthy regarding Lakina Bridge replacement last week, and it went fairly well. They really appreciated us coming out there to talk to them.

Afterwards I received an unusual request in the mail (see attached). On the surface this seems like something we could accommodate, but I also know there are going to be project specs on how the bridge is removed and how it is shipped off for lead abatement. Is telling the contractor to remove the mentioned piece and set aside problematic for us?

Thanks,
Sarah

Carol Neeley

PO Box 88, Glennallen, AK 99588

Phone 907 822-3594, cell 907-259-3594

August 29, 2012

Sarah Schacher, P.E.

DPY&PF Project Manager

2301 Peger Rd, Fairbanks, AK 99709-5316

RE: Lakina River Bridge Replacement

Project No. BR-0850(26)/63905

Dear Ms Schacher,

The replacement of the Lakina Bridge has come to my attention.

Many years ago my husband Sy Neeley owner of Copper Valley Construction Co built the present bridge. It was a used bridge stored at a DOT yard. Sy erected the bridge over the Lakina River. There was an overhead cross piece missing. So he built one and had all our employees weld their names on that piece. It is located overhead on the west side of the bridge connecting the two side sections.

If it is at all possible I would like to have the cross piece when the present bridge is removed. Tom Williams of DOT/PF is also aware of this .

Thank you for your attention to this request.

Sincerely,

Carol R. Neeley



PS see attached picture w/ notes on it.

Alaska Department of Transportation & Public Facilities

Edgerton Highway Lakina River Bridge Replacement Project No. BR-0850(26)/63905

The Alaska Department of Transportation and Public Facilities (DOT& PF) in cooperation with the Federal Highway Administration (FHWA) is proposing to replace the bridge over the Lakina River at MP 44 McCarthy Road.

The proposed project includes the following elements:

- Replace the Lakina River Bridge:
 - The new bridge's proposed width is 24'--- allowing two lanes of traffic to pass. The existing bridge's width is 13' and functions as a one-lane bridge.
 - The new bridge will likely be a concrete-bulb tee girder structure (see example photo in our "FAQ"). The new bridge will not have an overhead truss which will eliminate the vertical clearance restrictions (13'2") of the existing bridge.
 - Lengthen the bridge and construct spill-through bridge abutment structures to provide more hydraulic capacity at the river crossing.
 - The new bridge will be stronger than the old truss bridge in order to remove the existing load restrictions.
- Roadway improvements to accommodate the new bridge include minor widening and grade raises.
- Roadway embankment protection and channel improvements as necessary to protect the road and new bridge and reduce maintenance efforts.



DOT&PF is currently preparing the project's environmental document and preliminary design. We are interested in your feedback—please keep checking our website for project updates.

If you have any questions or comments
about the project, please contact:

Sarah Schacher, P.E.
DOT&PF Project Manager
Northern Region DOT&PF
2301 Peger Rd Fairbanks, AK 99709-5316
(907) 451-5361
sarah.schacher@alaska.gov
To correspond by text telephone
(TDD) (907) 451-2363

Schacher, Sarah E (DOT)

From: Williams, Frederick T (DOT)
Sent: Tuesday, September 04, 2012 3:07 PM
To: Schacher, Sarah E (DOT); Marx, Elmer E (DOT)
Subject: RE: Salvaging Lakina Bridge member

Sarah: Indeed I remember the piece. Mr. Neely was a very respected member of the community and died tragically a few years ago. Carol Neely took care of the construction camp meals while the bridge was being erected and I'm sure the Portal holds great sentimental value. I would support any efforts to return this portion to her.

Tom Williams | Alaska Dept. of Transportation & PF | Denali District M&O Superintendent
2301 Peger Road Fairbanks, AK 99709 | ☎: 907.451.5280 | 📠: 907.451.5131 |
E-mail: frederick.williams@alaska.gov

From: Schacher, Sarah E (DOT)
Sent: Tuesday, September 04, 2012 2:45 PM
To: Marx, Elmer E (DOT)
Cc: Williams, Frederick T (DOT)
Subject: Salvaging Lakina Bridge member

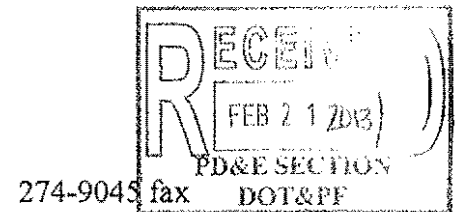
Hi Elmer,

We held a public meeting in McCarthy regarding Lakina Bridge replacement last week, and it went fairly well. They really appreciated us coming out there to talk to them.

Afterwards I received an unusual request in the mail (see attached). On the surface this seems like something we could accommodate, but I also know there are going to be project specs on how the bridge is removed and how it is shipped off for lead abatement. Is telling the contractor to remove the mentioned piece and set aside problematic for us?

Thanks,
Sarah

Dave Syren
1004 Beech Lane
Anch, AK 99501 (907) 274-9046 440-2982 cell



274-9045 fax

February 15, 2013

State of Alaska DOT
Attn: Sarah Schacher, P.E.
2301 Peger Road
Fairbanks, AK 99709-5399

Re: Edgerton Hwy Lakina River Bridge Replacement, Project No.: BR-0850(27)/63905

Dear Ms Schacher,

I attended the Lakina River Bridge replacement meeting at the Tony Zak House in McCarthy, Alaska, on August 27, 2012. I appreciate the fact that DOT made notification of this planned project and is soliciting public comment. I arrived on time for this 6 p.m. meeting (above) only to find the meeting had already started much earlier. I'm unsure if the presentation I missed out on was significant. No matter, I would like to comment on several things related to this bridge replacement and area roads.

First, I understand the Lakina River Bridge will be built to federal standards which results in a wider bridge than what the existing road warrants. I support a wider bridge so it can accommodate road widening and I hope a wider and better road is coming soon. On this last note, I would encourage DOT to continue to move ahead on other needed bridge and culvert replacements, as well as further road widening and surface upgrades, towards improving this road. The Chitina - McCarthy road is important access into a national park that will continue to see increased traffic as park visitation grows in the future.

I also recently submitted a letter to other DOT personnel (John Hoffman & Steve Potter) discouraging use of Calcium Chloride on the Chitina-McCarthy Road and especially the McCarthy-Kennicott Road. The use of Calcium Chloride on roads near Kennicott and McCarthy will discourage my interest in use of Kennecott Mine era vehicles in the area due to the corrosive effect this chemical has on steel vehicles. I realize dust control is of concern but vehicles will be destroyed from the corrosive affect of this chemical and vehicle speeds will increase which, without other road improvements, will compromise pedestrian safety. We don't need either of these problems in the future.

Finally, I want to express an interest in purchasing the old Lakina River Bridge upon its replacement. I realize this could involve some challenges but I am willing to consider any and all of these towards preservation of this historic bridge upon its removal. Please acknowledge my interest in this bridge with a written response to the above address.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dave Syren".



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation and
Public Facilities

NORTHERN REGION
Design & Engineering Services
Preliminary Design & Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5399
Main: 907-451-5361
TDD: 907-451-2363
Fax: 907-451-5126

March 5, 2013

Mr. Dave Syren
1004 Beech Lane
Anchorage, AK 99501

RE: Edgerton Highway Lakina River Bridge Replacement
Project No.: BR-0850(26)/63905
Request to Purchase Lakina River Bridge

Dear Mr. Syren:

I received your letter dated February 15, 2013 and appreciate your feedback on our project. I apologize that you weren't able to listen to the presentation when we were in McCarthy. If you wish, I can send you a copy of the presentation, but I would also be happy to personally discuss the meeting or any other project concerns with you.

I appreciate your acknowledgement that a wider bridge and general improvements to the McCarthy Road are important to accommodate increased traffic to the Wrangell-St. Elias National Park area. I will pass along these sentiments to our Planning section so that they are aware of public support for continued improvements to the road and its bridges. Regarding your concern about the use of calcium chloride as dust palliative, it sounds as though you've been in touch with our M&O personnel on the matter so I won't comment on that other than to agree with you that dust control on roadways are important safety considerations for both vehicles and pedestrians.

Regarding your interest in purchasing the Lakina River Bridge when we go to replace it, I'm afraid we are unable to transfer the existing structure to a third party since the bridge contains lead-based paint. We will require the construction contractor to deliver the steel generated during bridge demolition to a steel mill or ferrous foundry where the steel will be melted down to a raw material and recycled. The remaining material and its salvage value then becomes the property of the contractor. The State cannot delegate its responsibility for lead removal and disposal to others, so this process will be strictly enforced in the contract documents. I fully understand your interest in salvaging the bridge, but unfortunately this is not a request we can accommodate.

If you have any questions or concerns, please feel free to contact me at the number above or by email: sarah.schacher@alaska.gov. Thank you again for your letter and your interest in our project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sarah Schacher".

Sarah Schacher, P.E.
Engineering Manager

Scoping Documentation



State of Alaska Department of Transportation & Public Facilities Statewide Design
& Engineering Services

**AGENCY SCOPING
REQUEST FOR EARLY COORDINATION**

Project Name: **Edgerton Highway Lakina River Bridge Replacement**
Project Number (state/federal): **BR-0850(26)/63905**
Comments Due Date: **9/30/2012**
Anticipated Level of Documentation: **Categorical Exclusion**

Dear Commenter:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is requesting your comments on a proposed project in preparation for completing the project's environmental documentation. To ensure that all factors are considered in the development of the environmental document we request your comments on the project proposal, project-area resources, and any project-related permits or clearances to be obtained from your agency. Please provide your written comments by **September 30, 2012**.

To ensure that your comments are addressed in the project's documentation, please refer to the project by the above name or number, and send or e-mail your comments to:

Bruce Campbell - Northern Region Environmental Manager
Attention: Bob Effinger - Environmental Impact Analyst
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709
Email: bob.effinger@alaska.gov Phone: 907-451-5294

A paper copy of this document can be requested from the above address.


for Bruce Campbell/Regional Environmental Manager 8/17/12
Date

Attachment: **Figure 1:** Project Location and Vicinity Map
Figure 2: Aerial Photo Map – West of Bridge
Figure 3: Aerial Photo Map – At Bridge Crossing
Figure 4: Aerial Photo Map – East of Bridge
Figure 5: Aerial Photo Map – Kuskulana Material Site

I. Project Description, Alternatives, Location

Location

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to replace the Lakina River Bridge near MP 44 of McCarthy Road approximately 15 miles west of McCarthy, Alaska. The project is located within T6S, R11E, Section 2; and T4S, R8E Section 30; Copper River Meridian; USGS Quad Maps McCarthy B7 and Valdez B1. The bridge coordinates are Latitude 61°22'28.57"N, Longitude -143°20'56.60"W (WGS 84). See Figure 1 for a project location map.

Description

This proposed project includes the following work items: 1) replace the Lakina River Bridge (Bridge #1195) on or near the existing bridge alignment, 2) alter bridge hydraulic features as needed including the bridge grade, bridge span, abutments, stream bank, and stream channel 3) modify the highway approaches as needed to accommodate the new bridge, 4) relocate existing utilities present in the project area as needed.

Temporary construction work may include temporary bypass roads and stream diversions at stream crossings, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures.

Two existing material sites near the project are potential sites for contractor use. The contractor may elect to utilize these sites or other contractor-furnished material sites.

Resource Setting

The existing single span overhead steel through truss bridge over the Lakina River is 200 feet long by 12.75 feet wide. It was constructed in the early 1980's from portions of two bridges originally erected in the early 1940's over two rivers on the Richardson Highway. The Lakina River is a perennial braided stream that historically wanders within a sparsely vegetated gravel streambed approximately 500 feet wide at the bridge crossing. The primary source of the Lakina River is Lakina Glacier which descends from the Wrangell Mountain ice caps 18 miles upstream. Downstream, the river flows 10 miles before emptying into the Chitina River. Lakina River is considered a fish-bearing stream and an anadromous water. The river supports the presence and rearing of Coho and sockeye salmon and the presence of steelhead according to the Alaska Department of Fish and Game online fisheries catalog. Lands surrounding the river crossing including the adjacent Collins Material Site are upland forests dominated by white spruce, paper birch, and cottonwood. Wetlands within the project work area limited to shrub-dominated wetlands located on gravel bar islands and the margins of the Lakina River streambed. The Wrangell St. Elias National Park Wilderness Boundary is located 3.5 miles upstream of the bridge crossing and 11 miles downstream on the south bank of the Chitina River. Potential material site MS850-008-5 consists of a partially-mined forested upland ridge top overlooking the Kuskulana River valley.

II. Purpose and Need of Project

The purpose of the project is to provide a safe and continuous roadway crossing of the Lakina River on McCarthy Road (Edgerton Highway). A new bridge is needed to address current bridge deficiencies. High water events have resulted in repeated scour and maintenance repairs at the bridge abutments. In addition overhead members of the current bridge have been hit numerous times causing extensive damage that has compromised the load bearing capacity of the bridge and has required repairs. The most current incident occurred in 2009. This road serves as the only road access for residents traveling to and from the community of McCarthy. The bridge is used by fuel and service trucks that supply the community. The bridge provides passage on McCarthy Road for tourists on their route to McCarthy. This tourist transportation connection is an important contribution to the local economy.

III. Environmental Consequences

A. Right-of-Way (ROW) Impacts:

1. ROW required:

a. Property required from a state or federal agency.

(1) State Park? Name: **None**

(2) State Refuge or Critical Habitat Area? Name: **None**

(3) Federal Park? Name: **Potentially in northwest, southwest and southeast quadrants of the bridge crossing.**

b. Property required from local government entity.

Type Property: **There is potential for temporary easements and/or permanent right-of-way acquisition of federal property in the northwest hill cut area, and southwest and southeast of the bridge crossing. It is unclear at this time if this land would be within the limits of a federal park.**

c. Business or residential property required.

(1) Residential: (indicate number) **3** (2) Business: (indicate number)

Preliminary property research indicates some or all of the northwest hill cut, southwest and southeast fill areas is privately owned.

d. Property required from a Tribe or ANCSA corporation.

Name: **No right-of-way acquisition from a Tribe or ANCSA corporation is anticipated.**

2. Describe:

The need for additional permanent right-of-way is anticipated to slightly widen the roadway approaches to accommodate the new bridge. Temporary work easements may be required in the areas immediately adjacent to the river. The potential for permanent and temporary ROW acquisition occurs within the project work limits shown in Figures 2-5.

B. Socio-Economic Impacts:

1. Project could affect community cohesion, neighborhoods, or other community facilities. **No**

2. Project could affect economic development, such as established area businesses.

The project could result in minor short-term traffic delays during construction. In the long term the project is expected to a positive effect on the socioeconomic environment by providing a more reliable and safer bridge crossing for travelers.

3. Project could affect travel patterns and accessibility. **During construction short term traffic delays would occur. In the long term the project would reduce the likelihood of bridge damage, reduce travel interruptions for necessary repairs, extend the service lifespan of the bridge, and improve the safety of the bridge. In doing so the project would maintain existing travel patterns and accessibility and reduce the likelihood of long-term adverse effects to these.**

4. Project could disproportionately affect minorities or disadvantaged persons (E.O. 12898) **No**

C. Impacts to Historic Properties:

1. National Register listed eligible/potentially eligible historic properties in project area/area of potential effect (APE). **Cultural resources database reviews and surveys were completed for this project. As a result, three cultural sites were identified in the project limits (area of potential effect) as follows.**
 - **Railroad trestle remains are within the project limits but have previously been determined not eligible for the National Register of Historic Places (NRHP). SHPO concurred with the determination on July 7, 2008.**
 - **McCarthy Road itself is being treated as eligible based on an agreement with SHPO. DOT&PF has evaluated the effects of the project on the roadway and recommends the project to have no adverse effects. This effect recommendation will be coordinated with FHWA and SHPO. Roadway features that would be affected are not part of the original rail/road route but are later additions. The proposed project's bridge type, visual appearance, and roadway alignment are characteristic of historic conditions and would not change the character of the road's use or its setting.**
 - **The bridge itself was evaluated by DOT&PF and recommended to be not eligible for the NRHP on the basis that it lacks sufficient integrity as a moved structure. This eligibility recommendation will be coordinated with FHWA and SHPO. The bridge's members have been moved twice from locations on the Richardson and Edgerton Highways and were assembled at the current bridge location in 1981.**
 - **Recent archeological surveys of the project area found no prehistoric sites within the project limits.**
2. Places of traditional religious or cultural importance to Tribes are present in the project area. **None known.**
3. Historic Properties survey may be required to identify if sites are present. **Cultural resources surveys have been recently completed. The survey results are discussed in question C.1. above.**
4. Possible adverse effect on historic properties. **DOT&PF recommends that the project would result in no historic properties affected based on cultural resources survey results. This recommended finding will be coordinated with FHWA and SHPO.**

D. Fish & Wildlife Impacts:

1. Project could affect anadromous or resident fishes. **The Lakina River is considered a fish-bearing stream and an anadromous water. The river supports the presence and rearing of Coho and sockeye salmon and the presence of steelhead according to the Alaska Department of Fish and Game online fisheries catalog.**
2. Problem fish pass culverts within the project area. **No problem fish pass culverts have been identified in the project area according to the Alaska Department of Fish and Game online Fish Passage database.**
3. Essential Fish Habitat (EFH) present in the project area. **Lakina River in the project area is essential fish habitat.**

4. Wildlife Resources:
 - a. Project in area of high wildlife/vehicle accidents. **No**
 - b. Project could bisect migration corridors. **No**
 - c. Project could segment habitat. **No**
 - d. Species of concern to ADF&G in the project area **None known**
5. Bald Eagle and Golden Eagle Protection Act: Eagle nesting tree(s) in the project area. **A review of the USFWS Alaska Bald Eagle Nest Atlas found no recorded bald eagle nesting sites within or near the project area. The nearest nest location is 2 miles south on the Chitina River.**
6. Describe: **See notes above.**

E. Threatened and Endangered (T&E) Species Impacts:

1. Listed T&E species present. **No**
2. T&E species migrate through the project area. **None known**
3. Proposed species present in project area. **No**
4. Candidate species present in the project area. **None known**
5. Critical habitat in the project area. **No**
6. Describe:

No federally recognized threatened, endangered, proposed, or candidate species or critical habitat are found to occur in the project vicinity.

F. Waters of the U.S and Water Bodies:

1. Project affects Waters of the U.S. (as defined by USACE), Section 404/10/103. **Yes, the project would affect the Lakina River and associated wetlands.**
2. Project affects Navigable Waters of the U.S. (as defined by USACE), Sec. 10. **No**
3. Project affects a Cataloged Anadromous Fish Stream (i.e., 41.14.870). **Yes**
4. Proposed river or stream involvement:

a. Temporary

Riprap Culvert Work Cofferdam Fill Relocation Diversion

b. Permanent

Riprap Culvert Embankment Fill Relocation Diversion

5. Describe:

Permanent: Potential impacts are associated with replacement of the bridge including in-stream piers, riprap placement, and roadway approach fill. Extraction of material from a material site may impact wetlands depending on the site selected by the contractor. Some stream channel alteration work may occur. The estimated permanent impact on waters of the U.S. including wetlands is 0.5 acres.
Potential Temporary: The nature of all temporary work in the stream is dependent on contractor operations. This work may include temporary bypass roads, stream diversions, temporary fills to isolate work areas from surrounding waters, a temporary work bridge or causeway to facilitate bridge construction, and/or temporary erosion control measures. The estimated temporary impact on waters of the U.S. including wetlands is 1.7 acres.

G. Wetlands Impacts:

1. Project involves wetlands as defined by USACE. **Yes**
2. Wetlands delineated in accordance with DOT&PF/FHWA/USACE Agreement. **Yes**
3. Acres: **The estimated project impact on wetlands is ~ 0.1 acre temporary and ~ 0.1 acre permanent for a total of 0.2 acres.**
4. Fill: **The wetland fill quantity is unknown at this time.**
5. Dredge: **Dredging is not proposed.**
6. USACE authorization required: **Corps of Engineers Section 404 Permit**

Describe: **Wetlands within the project work area limited to shrub wetlands located on gravel bar islands and the margins of the Lakina River streambed. See Figures 2-5.**

H. Hazardous Waste:

1. Known or potentially contaminated sites along the corridor. **No**
2. ROW required from, or extensive excavation adjacent to, a known hazardous waste site. **No**
3. The existing and/or proposed ROW is contaminated. **None known**
4. Potential for encountering hazardous waste during construction is high. **No**
5. Describe:

A review of the Alaska Department of Environmental Conservation (ADEC) contaminated site databases was completed on August 14, 2012. No sites were found to be within the the project area. Review (8/14/12) of the U.S Department of Interior's National Atlas database of potentially contaminated sites revealed no sites of concern for encountering contamination within the project area.

J. Air Quality Impacts (NEPA and Conformity):

1. NEPA (all projects):
 - a. The project is located in an air quality nonattainment or maintenance area (i.e. CO or PM-10). **No**
If yes, indicate CO or PM-10
 - b. The project is of the type exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). **Not Applicable**
2. Conformity (projects in nonattainment areas only): **Not Applicable**
 - a. The project is identified in the approved STIP.
 - b. The project is in the most current air quality conformity (i.e., TIP).
 - c. Have there been any changes in the project design concept and scope, as described in the STIP and TIP conformity analysis?

3. Describe:

The project is not located in an air quality nonattainment or maintenance area.

K. Floodplains Impacts (23 CFR Part 650, Subpart A):

Project encroaches onto a 100-year floodplain.

The project is located within the 100-year floodplain of the Lakina River. This not located within a FEMA-mapped regulatory floodplain.

1. Project involves a regulatory floodway. **No**
2. Project is located within an area protected by local flood hazard ordinances. **No**
3. Flood hazard permit is required from local government. **No**

Describe:

The project is not located within a regulatory 100-year floodplain.

L. Noise Impact (23 CFR Part 772):

1. There are noise-sensitive receivers/land uses adjacent to the proposed project? **Yes**
2. The project is located on new location, would result in substantial changes in vertical or horizontal alignment, or would increase the number of through lanes? **No.**

M. Water Quality Impact:

1. Project could involve a public or private drinking source. **No**
2. Project could result in a discharge of storm water to Waters of the U.S. **No (runoff only)**
3. Project could affect a designated impaired water body. **No**
 - a. List name(s) and location(s): **Not Applicable.**
4. Is there a municipal separate storm sewer system (MS4) NPDES permit or will runoff be mixed with discharges from an NPDES permitted industrial facility? **No**
5. If extensive dewatering (>250,000 gallons) is anticipated, is the area to be dewatered within 1 mile of a contaminated site? **Not Applicable**

4. **Describe:**

It is anticipated that some storm water runoff will leave the site and enter waters of the U.S. by way of this storm water, some sediment may be transported to down gradient waters during construction of the proposed project. Off-site sedimentation is expected to be minimal and best management practices will be implemented for the purpose of meeting state and federal water quality standards. A project-specific erosion and sediment control plan will be developed prior to construction initiation. A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented by the construction contractor. The SWPPP will comply with the Alaska Pollution Discharge Elimination System (APDES) General Permit for Construction Activities.

N. Section 4(f)/6(f):

1. There would be a “use” of land from 4(f) properties. **Potentially.**
2. Section 6(f) properties affected by the proposed action. **None known.**
3. List agency(s) with jurisdiction: **National Park Service potentially.**
4. Describe: **There is potential for temporary easements and/or permanent right-of-way acquisition of federal property in the northwest, southwest, and southeast quadrants of the bridge crossing. It is unclear at this time if this land would be within the limits of a federal park or other 4(f) property.**

O. Permits and Authorizations

1. USACE, Section 404/10/103: **Yes**
2. USCG, Section 9: **No**
3. ADFG, Fish Habitat Permit: **Yes**
4. Flood Hazard: **No**
5. ADEC 401: **Yes**
6. ADEC Storm Non-domestic Storm Water Disposal Plan Approval: **Yes**
7. APDES: **Compliance with ADEC’s APDES General Permit for Construction Activities**
8. ADNR, OPMP (ACMP Consistency): **No**
9. ADEC Dewatering: **Possible**
10. ADF&G Special Area: **No**
11. Other. *If “yes,” list.*

Effinger, Robert A (DOT)

From: Campbell, Bruce W (DOT)
Sent: Friday, March 09, 2012 2:37 PM
To: Duvall, Shina A (DNR)
Cc: Price, Katherine E (DOT); Bittner, Judith E (DNR); Rickman, Summer L (DNR); Effinger, Robert A (DOT); Schacher, Sarah E (DOT); Woodcock, Jacob W (DOT)
Subject: RE: Replacement of the Lakina River Bridge near MP 44 of McCarthy Road, BR-0850(26)/63905

Thanks Shina,
Bruce

From: Duvall, Shina A (DNR)
Sent: Friday, March 09, 2012 1:40 PM
To: Campbell, Bruce W (DOT)
Cc: Price, Katherine E (DOT); Bittner, Judith E (DNR); Rickman, Summer L (DNR)
Subject: Replacement of the Lakina River Bridge near MP 44 of McCarthy Road, BR-0850(26)/63905

Dear Bruce,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated February 15, 2012) on February 17, 2012. We look forward to receiving forthcoming documentation, including the assessment of effects to the 'treated-as-eligible' McCarthy Road (XMC-495) and a determination of eligibility for the Lakina River Bridge. Regarding the proposed APE (referred to as the Study Area in the letter) and level of identification, it appears from the documentation provided that XMC-256 is located in close proximity to the proposed Collins Material Site East. It may be advisable to consider whether this site could be affected by the proposed undertaking and specifically whether there is a possibility for disturbance of human remains associated with the site.

Thank you for sending a Section 106 consultation initiation letter to our office. We are working to provide responses to these consultation initiation letters as often as possible so that we may acknowledge receipt and provide any additional applicable information. Please let me know if you have any additional questions.

Best regards,
Shina

Shina duVall, RPA
Archaeologist, Review and Compliance Coordinator
Alaska State Historic Preservation Office / Office of History and Archaeology
550 W. 7th Ave., Suite 1310
907-269-8720 (phone) 907-269-8908 (fax)
shina.duvall@alaska.gov